



GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TAHEOL \$2 do

TDD (410) 333-3098

October 28, 1998

Ms. Rudi Tahedl 811 Branford Circle Lutherville MD 21093

Dear Ms. Tahedl:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

Paris N. Slende

Governor

cc: The Honorable Michael J. Finister, Member, Maryland House of Delegates

The Honorable Robert L. Frank, Member, Maryland House of Delegates

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Ms. Rudi Tahedl Page Two

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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Parris N. Glendening
Governor

David L. Winstead
Secretary
John D. Porcari
Deputy Secretary

August 17, 1998

Ms. Rudi Tahedl 811 Branford Circle Lutherville MD 21093

Dear Ms. Tahedl:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

A number of people in the community have written letters with a variety of questions. At a public meeting held June 8, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions raised. This information is currently being gathered to respond to those requests, including yours. A response will be forwarded to you within the near future.

Thank you again for your interest in the Sound Barrier Program. The Governor appreciates hearing from you, and on his behalf, I also thank your for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

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The Honorable Michael J. Finister, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Paula Colodney Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Rudi Tahedl Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, **Serial #9307** 

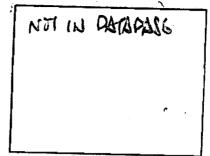
Serial: #9307 - Merge

Drafted by: Ms. Natalie Hardy, OED/LAD/NAT – August 3,1998 N:\OED\NOISE\CORRESP\1998\TAHEDL01.doc



## Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 15, 1998

Ms. Vida Lee Tate Owner, President Weems Creek Nursery School & Kindergarten 238 Kirkley Road Annapolis MD 21401

Dear Ms. Tate:

Thank you for your recent letter supporting a sound barrier for the Kirkley Road area adjacent to US 50. I appreciate your interest in improving the community environment through the reduction of noise levels from US 50.

Before a community is approved for a State-funded sound barrier, a number of technical criteria must be met. These include that a majority of the affected homes, and in this case your school, predate the original highway; that existing noise levels equal or exceed the impact threshold of 66 decibels (dBA); and that an effective barrier can be built within our cost guidelines of \$50,000 per benefited residence. If these technical criteria are met, the county in which the community is located must have a local noise-control ordinance to address noise impact upon new developments. The county also must agree to fund 20 percent of the barrier's cost. Anne Arundel County enacted such an ordinance earlier this year, and they have also made a funding commitment for barriers along US 50 east of Ridgely Avenue.

The Kirkley Road area is being evaluated to determine whether all of the technical criteria have been satisfied. This work is ongoing, and we expect to be completed with it in about six weeks. Once this evaluation has been concluded, we will be back in touch with you with the results.

Ms. Vida Lee Tate Page Two

Thank you again for your letter and your support for a sound barrier for the Kirkley Road community. If you have any questions, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design for the State Highway Administration. Mr. Adams may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

Cc: The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael Busch, Member, Maryland House of Delegates
The Honorable Virginia Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Vida Lee Tate Page Three

bcc: Mr. Paul D. Armstrong, District 5 Engineer, State Highway Administration Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #12153

Serial #: 12153 OED Serial#:

Noise Customer #:

Responding to letter dated: August 28, 1998 Saved: 09/04/98 4:15 PM by: James D. Hade N:\OED\NOISE\CORRESP\1998\TATE01.DOC



# RECEIVED

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12153 DEPARTMENT OF TRANSPORTATION

Please Prepare Response For Secretain's Simeture

DAVID L. WINSTEAD, SECRETARY MARYLAND DEPARTMENT OF TRANSPORTATION BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT, MD 21240-0755

AUGUST 28, 1998

DEAR SECRETARY WINSTEAD,

SEPTEMBER, 1972, I ESTABLISHED THE WEEMS CREEK NURSERY SCHOOL AND SEPTEMBER THE AT 238 KIRKLEY ROAD, ANNAPOLIS, MD. THIS SEPTEMBER WE WILL BEGIN OUR 27TH YEAR AND WELCOME 100 CHILDREN, AGES 21 THROUGH 6 YEARS OLD, IN A PRIVATE NURSERY SCHOOL ENVIRONMENT.

WE ARE PROUD TO BE PART OF THE LARGELY RESIDENTIAL COMMUNITY WHERE OUR SCHOOL IS LOCATED. FOR SEVERAL YEARS RESIDENTS OF THE KIRKLEY ROAD/ WEEMS CREEK AREA HAVE BEEN WORKING WITH STATE REPRESENTATIVES TO OBTAIN SOUND BARRIERS ALONG RTE 50, JUST OUTSIDE OUR SCHOOL PROPERTY. I OFFER THIS LETTER IN SUPPORT OF THE COMMUNITY'S REQUEST.

WHAT WAS ONCE A BEAUTIFUL AND QUIET SITE FRONTED BY TREES PLANTED BY OUR SCHOOL FAMILIES FOR MANY, MANY YEARS IS NOW A NOISY EXPANSE OF OVERPASSES AND UNDERPASSES! THE GROWTH OF RTE 50 AND THE ACCOMPANYING NOISE HAS INCREASED STEADILY IN THESE LAST 27 YEARS. OUR STUDENTS AND STAFF WOULD ALL BENEFIT FROM NOISE BARRIERS.

REPRESENTATIVES FROM THE STATE HIGHWAY ADMINISTRATION HAVE INDICATED THAT OUR COMMUNITY, NOTED AS NSA A IN ENCLOSURE 1, MEETS THE REQUIREMENTS FOR SOUND BARRIERS. THIS IS WONDERFUL NEWS FOR US AND OUR NEIGHBORS. I LOOK FORWARD TO THE CONSTRUCTION OF THE BARRIERS AND THE ENSUING QUIET RESTORED.

SINCERELY U ADIV OWNER, PRESIDENT



### Maryland Department of Transportation State Highway Administration

10 \$1434

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

March 20, 1998

Ms. Patricia Taylor 6802 Friendship Court Clinton MD 20735

Dear Ms. Taylor:

Thank your for your recent inquiry regarding the State's sound barrier program. As per your request, please find enclosed a copy of the State Highway Administration's (SHA) Sound Barrier Community Resource Guide, our noise policy and the Highway Traffic Noise brochure from the Federal Highway Administration are enclosed for your information. I have also enclosed a fact sheet on vegetation and highway noise in addition to a sheet detailing the effects of traffic volume changes on noise levels.

Thank you again for your interest. If you should need any additional information, please do not hesitate to contact me or Mr. James Hade SHA's Team Leader for Noise Abatement, who may be reached at (410) 545-8599 or 1-800-446-5962.

Sincerely

Noise Abatement Team

**Enclosure** 

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_\_

Ms. Patricia Taylor Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway

Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial: #NA

OEDNAT: #1437

Drafted by: Philip Troll, OED/LAD/NAT -- March 19, 1998 N:\OED\NOISE\CORRESP\1998\DRAFTS\TAYL0310.PDT

Ms. Patricia Taylor Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway

Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial: #NA

OEDNAT: #1437

Drafted by: Philip Troll, OED/LAD/NAT -- March 19, 1998

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#### Memorandum



TO:

Paul D. Armstrong

District Engineer

FROM:

Charles B. Adams, Director

Office of Environmental Design

SUBJECT:

Request for Sound Barrier

MD 100 - Taylor Property

The Noise Abatement Team has received a request for consideration of a noise barrier adjacent to the subject property. The first criterion for consideration of a noise barrier is that a majority of impacted residences must predate the construction of the highway. SHA holds 1964 as the opening date of MD 100. An examination of mapping for the area suggests that an impact zone would likely include some portion of the first apartment building.

When an analysis of the criteria was begun we found that there was inconclusive data regarding the date of construction of the residences (apartments) closest to the highway. We have information that suggests that the caretakers home was moved from the proposed highway alignment to its current location, but this residence would not be a majority if two or more apartment units are impacted. On September 5, 1997 Jim Hade spoke with Mr. Ken Taylor and requested written evidence of the date of construction for each of the buildings. Mr. Taylor agreed to forward the information, but we have not received it.

Until we receive the requested evidence which shows the closest apartment building predates the highway, we cannot move to the next phase of investigation to conduct actual noise measurements. If you have any questions on the information that we do have, please call Mr. Jim Hade of the Noise Abatement Team at 410-545-8599.

CC: Jim Hade, Team Leader for Noise Abatement

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### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

THOMAS OI. Are

June 23, 1998

Ms. E. Ruth Thomas 16 Acorn Drive Annapolis MD 21401

Dear Ms. Thomas:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely

David L. Winstead

Secretary

The Honorable John C. Astle, Member, Senate of Maryland cc:

The Honorable Phillip D. Bissett, Member, Maryland House of Delegates The Honorable Michael E. Busch, Member, Maryland House of Delegates The Honorable Virginia P. Clagett, Member, Maryland House of Delegates Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

## Ms. E. Ruth Thomas Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9050

Serial # 9042

Drafted by: Natalie Hardy,OED/LAD/NAT –June 5, 1998 N:\OED\NOISE\CORRESP\1998\THOMAS01.doc



## Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead Secretary John D. Porcari

**Deputy Secretary** 

June 23, 1998

NOT IN PATABLES -Relian to Fight # 712?

Mr. James W. Thomas 19 Acorn Drive Annapolis MD 21401

Dear Mr. Thomas:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

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Sincerely

David L. Winstead

Secretary .

THOMAS \$2.0-

cc:

The Honorable John C. Astle, Member, Senate of Maryland The Honorable Phillip D. Bissett, Member, Maryland House of Delegates The Honorable Michael E. Busch, Member, Maryland House of Delegates The Honorable Virginia P. Clagett, Member, Maryland House of Delegates Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-

Mr. James W. Thomas Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9050

Serial # 9042

Drafted by: Natalie Hardy, OED/LAD/NAT -June 5, 1998

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## Maryland Department of Transportation State Highway Administration

August 27, 1998

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

Mr. Brian Thomson 7221 Grubby Thicket Way Bethesda MD 20817

Ms. Pegg Nadler
President, Bethesda Place Community Council. Inc.
7302 Greentree Road
Bethesda MD 20817

Dear Mr. Thomson and Ms. Nadler:

Thank you for your recent letter regarding the status of a sound barrier for the Grubby Thicket, and Bethesda Place communities. I appreciate this opportunity to respond to your questions.

The sound barrier projects announced earlier this year in Montgomery County are for neighborhoods that have been determined to meet our requirements under the Type II or retrofit component of our program. This program addresses noise abatement for communities which were built prior to the construction of the original highway. Unfortunately, the Grubby Thicket Way and Bethesda Place communities were developed after the original highway and we cannot consider a sound barrier for these areas.

The Barnett Road community, located to the south of Grubby Thicket Way and Bethesda Place meets all of the eligibility criteria and was one of those areas approved for funding. These criteria include the provisions that: 1. homes predate the original highway; 2. noise levels equal or exceed 66 decibels (dBA); 3. an effective barrier can be built; and 4. the cost of the barrier does not exceed \$50,000/protected residence. The sound barrier cost used in this calculation is the cost for the barrier system and does not include other related construction costs such as overhead, drainage, landscaping and other related activities. The \$700,000 figure cited, in the Gazette Community News on January 28, for the Barnett Road area, is the total cost of construction, not the figure for cost per residence. A copy of our Sound Barrier Policy, which goes into more detail on the cost/residence criterion is enclosed for your information.

Mr. Brian Thomson and Ms. Pegg Nadler Page Two

The reason that we did not include the Grubby Thicket Way and Bethesda Place communities is that they both were developed after I-270. As you noted, the Environmental Assessment prepared for the recent improvements to the I-270 west spur stated that the cost of a sound barrier for Grubby Thicket Way and Bethesda Place was below the cost/residence criterion in place at that time of \$40,000. However, the reason that barriers were not approved at that time was not the cost of a barrier but because the increase in noise levels that would result from the improvements compared to a no-build situation did not meet the criterion of a 5 dBA threshold shift. The future noise levels was projected to increase only 1-2 dBA over the condition of not constructing the improvements.

Finally, the Federal regulations that you quoted required us to assess whether the proposed improvements would result in a noise impact and whether mitigation was reasonable and feasible based upon established State criteria. Our analysis concluded that barriers were not reasonable. We do not have any plans to provide a sound barrier for the Grubby Thicket and Bethesda Place areas.

Thank you again for your letter. I regret that we cannot offer a positive response, but hope the information has provided the answers to your specific questions. If you have any further questions please do not hesitate to contact Mr. James Hade, Team Leader for Noise Abatement at 410-545-8599, or toll free at 1-800-446-5962.

Sincerelva

Charles B. Adams, Director Office of Environmental Design

#### Enclosure

cc: The Honorable Brian E. Frosh, Member, Senate of Maryland
The Honorable Gilbert J. Genn, Member, Maryland House of Delegates
The Honorable Marilyn Goldwater, Member, Maryland House of Delegates
The Honorable Nancy K. Kopp, Member, Maryland House of Delegates
Mr. James Hade, Noise Abatement Team Leader, State Highway
Administration

Mr. Brian Thomson and Ms. Pegg Nadler Page Three

bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. John M. Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Mr. Charles K. Watkins, District Engineer, State Highway Administration

Serial #:

**OED Serial#:** OED-46

**Noise Customer #: 939, 1686** 

Responding to letter dated: February 23, 1998, resent to us dated August 8, 1998

Saved: 08/25/98 3:00 PM by: Ken Polcak, modified by Natalie Hardy 8/26/98 pm

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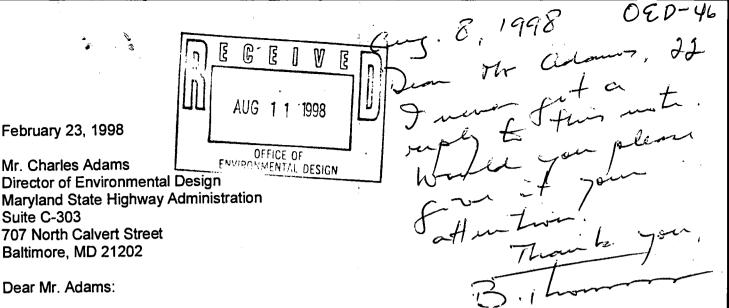
#### FACTS FOR THE 4 BULLET QUESTIONS - PG.2 - NADLER

- Correct; Grubby Thicket Way / Bethesda Place was not included. The reason for the subject areas exclusion was that they do not the basic qualification criterion which requires that the majority of the homes pre-date the original completion of the highway.
- The Barnett Road homes meet all of the Type II (retrofit) criteria; they pre-date the original highway, noise levels exceed the impact threshold, and the cost-per-residence limit of \$50,000 is met.
- The estimated sound barrier cost-per-residence is based upon a \$16.50 per square-foot unit cost. This cost includes the sound barrier material and installation cost. All projects for the purpose of qualification relative to cost are judged based on the above unit cost. The \$700,000 figure is the total program cost, but is not the figure upon which cost-per-residence determination is based. Consideration of the "Area A" cannot occur under the Type II program because the homes do not pre-date the original highway.

The criteria at the time of the 1987 Environmental Assessment and subsequent environmental documents was different than it is today. The area met the cost criteria due to the density of the development, however other factors are also considered to determine the feasibility and reasonableness of sound barrier construction. In the decision not to build sound barriers as part of the proposed project, heavy consideration was given to two factors; 1) the project involved a single lane addition in each direction in the median which did not place traffic any closer to the adjacent homes and resulted in an imperceptible increase in noise 1-2 decibels (the prevailing criterion required a 5 dBA increase), and 2) the homes were all built well after the highway. Individuals purchasing those were aware of the highway's presence as a major transportation facility.

• There are no current plans for sound barrier construction for the "Area A" communities. Current SHA and Federal Highway Administration policy does not allow for a "revisiting" of past sound barrier decisions related to highway improvement projects.

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The residents of Grubby Thicket Way and the end of Greentree Road (Bethesda Place) areas of Stratton Commons have followed the widening of the highways near our homes over the past few years with great dismay. We have repeatedly communicated our concerns to the Maryland Department of Transportation.

February 23, 1998

Mr. Charles Adams

Dear Mr. Adams:

Suite C-303

We believe that if the 1989 studies were to be carried out today (under the June 1995 USDT/FHWA guidelines), the "finding of no significant impact" would be reversed. This 1989 finding is now clearly refuted by the increasing sound degradation of our resident environment and the resulting falling value of our homes in the resale market.

We were pleasantly surprised by Governor Glendening's visit on January 26, 1998 to inspect the residential areas that have been substantially impacted by the widening of Route 270. We appreciated his announcement on the impending construction of sound walls, as well as his implicit acknowledgement that previous "findings of no significant impact" in the I-495/I-270 corridors were "unsound" in light of the 1995 USDT/FHWA guidelines.

Our residents were left in doubt as to whether our homes would be included in the Governor's announced action area. This confusion was compounded by the small scale of the map published on page A-13 of the Gazette Community News on January 28, 1998.

Our concern arises from the Gazette area map which now depicts "Neighborhood 4" as not coinciding with past sound wall studies for I-270 expansion:

- For example, the 1987 Environmental Assessment for Interstate Route 270 West Spur" (Contract M 401 - 153- 372) shows, in Figure 9, a sound wall proposed for a Noise Area "A". This sound wall would cover the Grubby Thicket/Bethesda Place homes.
- A later environmental study in 1989 arrived at the surprising finding of "no significant impact" for Noise Area "A".
- Information recently received from Council Member Betty Ann Khrnankhe would indicate that "Neighborhood 4" will cover only eight homes at a cost of 0.7 million dollars. This leads us to believe that the entire Grubby Thicket/Bethesda Place community of eight-five homes has been excluded.

Mr. Charles Adams February 23, 1998 Page Two

Given the above described situation, our community would appreciate your reply to the following four questions:

- Has the Grubby Thicket/Bethesda Place area been excluded from the investments announced by Governor Glendening, as could be presumed from the information received from Council Member Khrankhe?
- If the above is correct, under what technical criteria did the Maryland State Highway Administration justify building a sound wall on Barnett Road?
- At a cost of \$87,500 per home (i.e., \$700,000 for eight homes on I-495), why did the State Highway Administration not see fit to justify a sound wall for Noise Area "A"?

In the 1987 Environmental Assessment (see page IV-8), the total cost was estimated at only \$28,870 per home (i.e., \$1,876,608 for 65 homes or *three times less* than the Barnett Road project). Under the 1995 Guidelines, this Environmental Assessment would warrant the sound wall because I-270 was widened by 33% (from a four-lane highway to a six-lane highway).

• What are the plans for Noise Area "A", in the case that you confirm the presumed exclusion?

Our residents would appreciate specific replies to each of these questions. We are most concerned about the hardship that has been imposed on our residential environment as a result of the "alteration of an existing highway...[which] increased the number of through traffic lanes..." as defined on page 39 of the 1995 USDT/FHWA guidelines.

Thank you for your attention to this most pressing matter.

Sincerely,

Brian Thomson

7221 Grubby Thicket Way

Bethesda, MD 20817

Pegg Nadler

President\*

Bethesda Place Community Council, Inc.

7302 Greentree Road

Bethesda, MD 20817

Cc: The Honorable Betty Ann Khrankhe
The Honorable Constance Morella
The Honorable Parris Glendening
Director, FHWA, USDT
Bethesda Gazette



## Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead Secretary John D. Porcari Deputy Secretary

June 23, 1998

Ms. Heidi G. Thorpe 502 Wilson Road Annapolis MD 21401

Dear Ms. Thorpe:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962

Sincerely,

David L. Winstead

Secretary

The Honorable John C. Astle, Member, Senate of Maryland cc:

THOPREDI. OR The Honorable Phillip D. Bissett, Member, Maryland House of Delegates The Honorable Michael E. Busch, Member, Maryland House of Delegates The Honorable Virginia P. Clagett, Member, Maryland House of Delegates Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-\_ 865-1000 Ms. Heidi G. Thorpe Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9050

Serial # 9042

Drafted by: Natalie Hardy, OED/LAD/NAT -June 5, 1998

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# Maryland Department of Transportation The Secretary's Office

Parris N. Glendening Governor

David L. Winstead Secretary John D. Porcari

Deputy Secretary

June 23, 1998

NT INDOMAGNE

SLAUGITACT WI TON

Thompsonda

Mr. Mark S. Thorpe 502 Wilson Road Annapolis MD 21401

Dear Mr. Thorpe:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip D. Bissett, Member, Maryland House of Delegates The Honorable Michael E. Busch, Member, Maryland House of Delegates The Honorable Virginia P. Clagett, Member, Maryland House of Delegates Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

CC:

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Mark S. Thorpe Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9050

Serial # 9042

Drafted by: Natalie Hardy, OED/LAD/NAT -June 5, 1998

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# Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

February 17, 1998

Mr. Steve Tidball Ms. Marie Tidball Mr. Adam Tidball Mr. Brett Tidball 7504 Shadywood Road Bethesda MD 20817

Dear Ms. and Messrs. Tidball:

Thank you for your recent letter to Governor Glendening as well as your active support for a sound barrier for the Burning Tree Estates area along I-495 between Bradley Boulevard and River Road. The Governor and I appreciate your patience while we considered this community's request for noise abatement and he has asked me to respond on his behalf.

It is my pleasure to inform you the Burning Tree community does meet the requirements for a sound barrier. At this time, funding for the design and construction of a barrier has not been identified. We are looking at the funding needs for this barrier and will contact you as we work through this need.

Additionally, there are a couple of issues about the construction feasibility of a barrier. In one location, the homes are approximately 50 feet above the beltway and it is questionable whether they can be protected. A stream runs parallel to the beltway along another portion of the area and there are associated floodplain issues that will need to be addressed. Further engineering is required to resolve these technical issues and I have asked my staff to provide you with the results once a determination has been made.

My telephone number is 410-545-0400

Mr. Steve Tidball Ms. Marie Tidball Mr. Adam Tidball Mr. Brett Tidball Page Two

Thank you again for your letter and your interest in the State's sound barrier program. The Governor appreciates hearing from you and, on his behalf, I also thank you for the interest that prompted you to write. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Mr. Steve Tidball Ms. Marie Tidball Mr. Adam Tidball Mr. Brett Tidball Page Three

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial: #7928

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial: #7928 OEDNAT: #1420

Drafted by: Philip Troll, OED/LAD/NAT -- February 12, 1998

N:\OED\NOISE\CORRESP\1998\TIDBAL01.DOC

#### MARIE TIDBALLE RECEIVED 7504 SHADYWOOD ROAD

FEB 4 - 1993.

Jear Governor Glendering,

Please consider noise barriers

fer aun neighborbood, dan a member of

the Burning Tree Estates Task Force which

encomposes the area South of Bradley Blod to River Rd. along I 495.

We are in desparate need of the barriers.

by Children Con not ever play in our front

yard anymore.

50987

d'understand her have greatified fer the barriers, but to get the job done be need to be considered for funding by means of the "supplementary budget!

Please help les.

Steve + Maris, Home Brett

7504 SHADY WOVE Pd Bethesea, Md. 20817 201 265-00GE

#1420

## OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 60887

ReceiveDate: 2/8/1998
Assign Date: 2/4/1998
Deadline Date: 2/23/1998

Name: Steve Tidball

7504 Shadywood Road Bethesda, MD 20817 RECEIVED

rks ). will

1929 SECRETARY DEPARTMENT OF TRANSPORTATION

Subject: SOUND BARRIER REQUES

Description: Supports funding for noise barriers in the Capital Budget for the

Department of Transportation.

Agency :

MDOT

Unit: DSI

#### RE-DIRECT INFORMATION

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to :	
Date :	



Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

July 21, 1998

Mr. William Todd 8224 Stone Trail Drive Bethesda MD 20817

Dear Mr. Todd:

Thank you for your recent letter to Governor Glendening regarding your request for a sound barrier for the Carderock Springs community along I-495. The Governor has asked me to respond on his behalf.

One of the provisions of the State Highway Administration (SHA) Noise Policy requires that the majority of impacted homes must have been built prior to the completion of the original highway in order for a community to be considered for the Type II program. The date planning or approval of the development was initiated is not considered. Based on the information we have on Carderock Springs, the majority of impacted homes were built in 1975. Since the date of completion of I-495 is 1964, we cannot consider Carderock Springs for sound barriers under this category of the program.

Another provision of the Noise Policy is that it must be possible to construct a sound wall at a reasonable cost. Analysis performed during roadway widening improvements indicated that the allowable cost of construction, which at that time was \$40,000 per residence, would be exceeded. On August 16, 1989 an agreement was made between the State and citizens represented by the organization named Citizens Against Beltway Noise (CABN) to fund up to the \$40,000 per residence limit allowed by SHA's policy. The County would then fund the remaining costs, which would be recovered by a special tax district. The southern limit of barriers to be provided in that agreement were for residents on Thornley Court. The remaining section of the Carderock Springs community was not a part of the agreement, even though the community was represented in the CABN negotiations. This part of the community, represented by Frank D Moritz of the Carderock Springs Citizens Association, elected not to participate in the agreement, and therefore barriers were not built.

Mr. William Todd Page Two

The seven communities you mention in your letter qualify under the new Type II Sound Barrier Policy. A majority of the affected residents in each of the communities predate the highway and meet the remaining criteria of the policy.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. I am sorry that we cannot provide you with a positive response to your request. If you have any other questions, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely.

David L. Winstead Secretary

The Honorable Brian E. Frosh, Member, Senate of Maryland
The Honorable Gilbert J. Genn, Member, Maryland House of Delegates
The Honorable Marilyn Goldwater, Member, Maryland House of Delegates
The Honorable Nancy K. Kopp, Member, Maryland House of Delegates
The Honorable Betty Ann Krahnke, Member, Montgomery County Council
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. William Todd Page Three

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State

**Highway Administration** 

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dale Hilliard, Assistant to the Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial #: 9081 OED Serial#: n/a

Noise Customer #: 1659

Responding to letter dated: June 3, 1998 Saved: 07/15/98 1:42 PM by: James D. Hade N:\OED\NOISE\CORRESP\1998\TODD01.DOC REI

# THE SECRETARY'S OFFICE

REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

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8224	Stone	Trail	Drive	)	
Bethe	da, Mary	dand 20	317		
(301)	469-93	30			
			June	.3	1998

Governor Partis N. Glendering 100 State Circle, State House Annapolis, Maryland 21401

Dear Governor Glendering:

I am a resident of the Carderock Springs subdivision in Montgomery County, located adjacent to the I-495 Beltway's outer loop. I am writing to express my extreme displeasure and disappolument at the State Highway Administration's failure to approve the installation of sound barriers abunting Carderock Springs, as requested by our Citizens' Association.

The Carderock Springs subdivision was originally planned in 1960, prior to the completion of the Beltway. The homes in Carderock Springs are thirty (30) years old or more. During those 30 years, the nearby Beltway has dramatically increased in physical size (from 6 lanes to 12), grown in elevation (due to repeated resurfacing and reconfiguration of the lanes), and has become much LOUDER at all times of the week, day and night (due to the exponential growth in traffic using the Beltway). The traffic along the section of the Beltway adjacent to Carderock Springs is expected to increase another 46% by the year 2020, according to the SHA's own projections performed as part of the Beltway HOV study!

We residents of the Carderock Springs subdivision have been waging a campaign to have sound barriers installed for over a decade. Both the quality of the environment and the value of the homes in Carderock Springs are being negatively affected by the incessant noise and air pollution from the estimated 200,000 cars and trucks which pass our neighborhood every day on the Beltway. As you are well aware, seven new neighborhoods bordering I-495 and I-270 have recently been approved for the installation of sound barriers. Incredibly, Carderock Springs was one of the few neighborhoods overlooked again.

Despite this decision, I remain in full support of the installation of sound barriers in my neighborhood. The recent expansion of the Beltway has added to an already severe problem of noise pollution in this neighborhood which must be addressed. The time for sound barriers in Carderock Springs has come. Thank you for your prompt attention to this matter.

Sincerely,

William M. Todd

### COMD.API.corrgw, 02:24 PM 6/9/98 -, Gov. Corr. - Todd - Letter ID

X-Mailer: Novell Groupwise 4.1 Date: Tue, 09 Jun 1998 14:24:16 -0400 Prom: "OGD.API.corige" <corige@gov.state.md.us> Subject: Gov. Corr. - Todd - Letter in 60152

\*\* High Eriority \*\*

#### OFFICE OF THE GOVERNOR MAIL FORM

TESTPUCTIONS: Please invastigate the attached and take shatever action 13 necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit librad belav.

> LİÖ: 60152

06/08/1998 Receive Date:

Letter Date:

06/04/1998 Deadline Date: 05/22/1999

Name: Mr. William Todd 8224 Stone Trail Drive Bethesda, MD 20817

Subject: Sound BARRIER REDUEST

Description: Expresses disappointment at the denial of a noise barrier request. (Carderock Springs)

Agency: MOOT

CONT: DSI

Attachment Converted: "C:\EUDORAGS\Actach\Letter171'.pdf

Attachment Converted: "C:\EUDÜRA95\Attach\Response203.zt1"

Attachment Converted: "C:\EUDORA95\Attach\Envelope203.rtf"

June 25, 1998

Perris N. Glendening Governor David L. Winstead Secretary John D. Porcari Osputy Secretary

Ms. Paula Titus Laboy
Carderock Springs Citizens' Association
P.O. Box 34831
Bethesda MD 20827

Dear Ms. Laboy:

This is a follow up to my earlier letter to you regarding your request for a sound barrier for your community. Thank you for your patience while the State Highway Administration (SHA) gathered the additional information needed to answer the points you made in your original letter.

You expressed concern that SHA has not made additional noise measurements within the community and at the Carderock Springs Elementary School. When a community is evaluated to determine eligibility for our sound barrier program, the first thing considered is the date of construction of the homes in comparison to that of the highway. This evaluation for Carderock Springs was based upon the potential eligibility for the Type II or retrofit component of our program, which requires that the majority of the homes predate the original highway construction. When it is determined that a community does not meet the eligibility date criterion, no further analysis, including noise readings, is undertaken, because to do so would raise expectations which could not be met. This is the case regarding Carderock Springs.

You raised several points about the date of development of Carderock Springs relative to our Type II program. I would like to clarify the eligibility date criterion for the Type II program. Our Sound Barrier Policy established that the majority of impacted homes must have been built prior to the completion of the original highway in order for a community to be considered for the Type II or retrofit barrier program. The date of completion of I-495 is 1964. Based upon the information we have on Carderock Springs, those homes located closest to the beltway and most likely to be impacted were built in 1975, and we cannot consider this area under the Type II component. We recognize that there may have been activities undertaken at an earlier date involving development approvals, but the date of home construction is the determining date, which we follow.

My telephone number is (410)-865-1000
Toll Free Number 1-888-713-1414 TTY For the Deat: (410) 865-1342
Post Office Box 8755, Baltimore/Washington International Airport. Maryland 21240-0755

Ms. Paula Titus Laboy Page Two

In your letter, you indicated that you felt the State Highway Administration had applied the wrong policy to the Carderock Springs situation and that the new updated policy criteria for Type I should be applied to determine whether the area meets the requirements for a barrier. When the most recent expansion of I-495 was planned, a Type I analysis was conducted to determine where sound barriers were warranted. This analysis showed that based on the criteria in place at the time, Carderock Springs did not meet the requirements for a barrier. Specifically, a barrier was not approved because the cost exceeded the maximum cost per residence criterion of \$40.000 per home.

During the design phase for the expansion project, a citizen organization named Citizens Against Beltway Noise (CABN) was formed by the communities located along the highway between Bradley Boulevard and the Potomac River. The purpose of CABN was to secure sound barriers for all of the communities along this section of the beltway. The negotiations between SHA and CABN resulted in the offer from SHA to fund up to the maximum State limit of \$40,000 per protected residence if the balance needed for each barrier was provided from other sources. The Thornley Court neighborhood, located adjacent to the outer loop of the beltway just south of Seven Locks Road, was one of the areas included. Of the communities involved, two pursued this offer and an agreement was signed on August 16, 1989. Those two communities agreed to provide the additional funds themselves and worked with Montgomery County government to advance the funding needed, which would be recovered by the creation of special taxation districts and increased property taxes. The remaining section of the Carderock Springs community was not part of the agreement. According to the CABN papers of incorporation, Carderock Springs was represented in the negotiations by Frank D. Moritz of the Carderock Springs Citizens' Association.

Additional evaluations are being conducted to determine the need for possible further expansion of the beltway. This work will include analysis of the needs for sound barriers for individual communities for all highway capacity expansion alternatives that are considered.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. I am sorry that we cannot provide you with a positive response to your request. If you have any other questions, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

Parris N. Glandening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

June 11, 1998

Mr. Felix B. Laboy 8222 Stone Trail Drive Bethesda MD 20817

Dear Mr. Laboy:

This is a follow up to my May 20 letter regarding a sound barrier for the Carderock Springs community. Thank you for your patience while we gathered this information.

You raised a point about the date of development of Carderock Springs relative to our Type II, or retrofit, program. Under this program, the State's Sound Barrier Policy requires the majority of impacted homes to have been built prior to the completion of the original highway in order for a community to be considered for a barrier. We recognize there may have been activities undertaken at an earlier date involving development approvals, but the date of home construction is the determining date, which we follow. The date of completion of I-495 is 1964. Based upon the information we have on Carderock Springs, those homes that are located closest to the Beltway and would most likely be impacted were built in 1975. Because this community does not meet the date criterion, we are unable to consider this area for a Type II barrier.

Your community was considered for our Type I program when the recent expansion of I-495 was planned. An analysis was performed and showed Carderock Springs did not meet the requirement for a barrier because the cost per residence exceeded the allotted amount. A copy of the State's Sound Barrier brochure is attached for your review, which explains the criteria, required qualifying for a noise barrier.

My telephone number is (410)-\_\_\_\_\_\_865-1000

Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342

Post Office Box 8755, Baltimore/Washington international Airport, Maryland 21240-0755

Mr. Felix B. Laboy Page Two

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. I regret we cannot provide you with a positive response to your request. If you have any other questions, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable Brian E. Frosh, Member, Senate of Maryland

The Honorable Gilbert J. Genn, Member, Maryland House of Delegates

The Honorable Marilyn Goldwater, Member, Maryland House of Delegates

The Honorable Nancy K. Kopp, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

## **Marriott**

HOTELS • RESORTS • SUITES

> disappaintment

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7. Tryfic & another 46% by the I over de cade heed for barriers installed for over a decade: > Environ grent quality anhone regative of feet by soise and air and I-220

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Por reservations call toll free 800-228-9290



#### Maryland Department of Transportation

The Secretary's Office

42

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

June 23, 1998

STAGET WI TON

Ms. Audrey F. Tranberg 25 Acorn Drive Annapolis MD 21401

Dear Ms. Tranberg:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

TRANSHOULAR

cc: The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates

Mr. Charles P. Adams, Director of Environmental Design, State Highway

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Audrey F, Tranberg Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9050

Serial # 9042

Drafted by: Natalie Hardy, OED/LAD/NAT -June 5, 1998

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44

Parris N. Glendening Governor David L. Winstead

Secretary

John D. Porcari

Deputy Secretary

Just # 1309

March 10, 1998

NO HARD DINGS 6094

Mr. Thomas M. Trauth 40 Mcpherson Road Annapolis MD 21401

Dear Mr. Trauth:

Thank you for your recent letter, as well as your active support for a sound barrier for your community. I appreciate your patience while we considered this community's request for a sound barrier.

It is my pleasure to inform you that the Riverview Manor community does meet the eligibility requirements for a sound barrier. While funding for the design and construction of a barrier has not yet been identified, we will be considering funding in future capital program updates. I have directed State Highway Administrator Parker F. Williams to have his staff keep you informed of our progress.

Thank you again for your letter and your interest in the State's Sound Barrier Program. I appreciate hearing from you. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

014 H 1309



#### Maryland Department of Transportation State Highway Administration

March 9, 1998

45

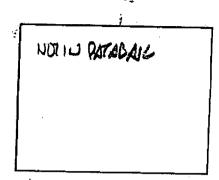
Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

Mr. James E. Tucker Superintendent Maryland School for the Deaf Frederick Campus 101 Clarke Place, PO Box 250 Frederick MD 21705-0250

Dear Mr. Tucker:



This is to acknowledge your recent letter regarding the ongoing construction of MD 100 adjacent to the Maryland School for the Deaf Columbia Campus. You expressed concerns about noise and visual impacts at the Baker Building playground adjacent to the MD 100 bridge over Old Montgomery Road.

Our assessment of the situation has been initiated as the result of the field meeting held between your fiscal officer, Mr. Joe Hambrick, and Mr. Ken Polcak of my staff. Also present at the meeting were representatives from the contractor and our District construction office. We will assess the feasibility of providing a visual buffer, either through berming and/or placement of landscaping in the area. Discussions with our Highway and Bridge Design offices indicated that placement of a tall barrier on the bridge structure is not a viable option, mainly because the bridge was not designed to accommodate the additional wind loads associated with the barrier.

Thank you again for your letter. We will be in contact with you as our work progresses. In the meantime, if you have any questions, please feel free to contact me at 410-545-8640 or toll free at 1-800-446-5962.

Sincerely,

Charles B. Adams, Director

Office of Environmental Design

CC:

Mr. Robert Fisher, District 7

Mr. Jim Hade

Ms. Angela Smith

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 Mr. James E. Tucker Page Two

bcc: Mr. Ken Polcak

N:\OED\NOISE\CORRESP\1998\TUCKRJ01.DOC



#### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead Secretary John D. Porcari Deputy Secretary

June 23, 1998

NOT IN DATABASC-

M. Christen N. Tydings 622 Ridgely Avenue Annapolis MD 21401

Dear M. Tydings:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip D. Bissett, Member, Maryland House of Delegates The Honorable Michael E. Busch, Member, Maryland House of Delegates The Honorable Virginia P. Clagett, Member, Maryland House of Delegates Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

TYONGS \$1.20

M. Christen N. Tydings Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9050

Serial # 9042

Drafted by: Natalie Hardy, OED/LAD/NAT -June 5, 1998

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#### Maryland Department of Transportation

The Secretary's Office

49

Parris N. Giendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

June 23, 1998

NOT IN DATABASS

Mr. Nelro H. Tydings 622 Ridgely Avenue Annapolis MD 21401

Dear Mr. Tydings:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

TYDNGS \$2. Are

cc: The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip D. Bissett, Member, Maryland House of Delegates

The Honorable Michael E. Busch, Member, Maryland House of Delegates The Honorable Virginia P. Clagett, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Nelro H. Tydings Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

 ${\bf Administration}$ 

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9050

Serial # 9042

Drafted by: Natalie Hardy, OED/LAD/NAT -June 5, 1998

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### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening
Governor

David L. Winstead
Secretary

John D. Porcari

Deputy Secretary

February 9, 1998

Mr. and Mrs. Charles R. Tyler 7707 Groton Road Bethesda MD 20817

Dear Mr. and Mrs. Tyler:

This letter is sent to update you on your request for a sound barrier for the Burning Tree Estates area along I-495 between Bradley Boulevard and River Road. I appreciate your patience while we considered this community's request for noise abatement.

You will be pleased to know we have determined that the Burning Tree community does meet the requirements for a sound barrier. Although funding for design and construction has not yet been identified, we are looking at the funding needs for this barrier and will keep you informed of our progress.

Several construction feasibility issues also need to be resolved. In one location, the homes are approximately 50 feet above the Beltway, and it is questionable whether they can be protected. A stream runs parallel to the Beltway along another portion of the area, and there are associated floodplain issues that will need to be addressed. Further engineering is required to resolve these technical issues, and I have asked State Highway Administration (SHA) staff to provide you with the results once a determination has been made.

Thank you again for your interest in the State's sound barrier program and your support for a barrier for the Burning Tree community. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

said L. Writer

Secretary

1463

cc:

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. and Mrs. Charles R. Tyler Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT (Serial No. 10821 also)

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT – February 3, 1998 Revised: JD Hade 2/4/98 N:\OED\NOISE\CORRESP\1998\TYLER02.doc



#### Maryland Department of Transportation State Highway Administration

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Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

January 29, 1998

Mr. and Mrs. Charles R. Tyler 7707 Groton Road Bethesda MD 20817

Dear Mr. and Mrs. Tyler:

Thank you for your recent letters to Governor Glendening and Transportation Secretary Winstead regarding a sound barrier along I-495 for the Burning Tree Estates area. The Governor and the Secretary share your concerns over highway noise, and they have asked me to update you on the status of the request for a sound barrier for your area.

The State Highway Administration (SHA) is finalizing a comprehensive review of the section of the beltway between Bradley Boulevard and River Road to determine if the area meets the requirements for a sound barrier based upon our revised noise policy. We expect to have the results of our reanalysis soon and, once a determination has been made, we will contact you with the results. A copy of a brochure about our sound barrier policy is enclosed for your information.

Thank you again for your letter. We appreciate hearing from you, and on behalf of the Governor and Secretary Winstead, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter in the meantime, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

1//

Parker F. Williams

Administrator

Enclosure

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA

The Honorable David L. Winstead, Secretary, Maryland Department of

Transportation

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. and Mrs. Charles R. Tyler Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #7847

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charlie K. Watkins, District 3 Engineer, SHA

**SERIAL: #7847 OEDNAT: #1403** 

Drafted by: Philip Troll, OED/LAD/NAT -- January 27, 1998

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55 #1HO3

Mr. and Mis-Charles Playmond Tyles 1707 Gesten Road Batherde, Otherpland 20117

January 21, 1998

RECEIVED

Governor Parris Glendening State Capitol Annapolis, Maryland 21401

Be: Sound Barriers

Jan 23 1998

7847 ECRETARY DEPARTMENT OF TRANSPORTATION

Dear Covernor Clendening:

At a neighborhood meeting in December it was stated by a member of the Maryland Department of Transportation that the noise level registered on Seven Locks Road along the attetch of 1495 between Bradley Boulevard and River Road was well above the accepted guideline of traffic noise. It was also stated that this particular area of the Beltway is the widest of the circumferential - the latest widening occurring in 1996.

As you are sware, the traffic increase in 30 years has been tresendous, and along with it, the noise level has increased.

When we see new sound barriers along many parts of the Beltway (the latest being by the new Blair High School in Silver Spring) then the so-colled formula for construction (1.e., house built prior to 1964) seems irrelevant.

Sound barriers are greatly needed along 1495 between uradley Boulevard and Biver Boud very quickly. Your consideration of this astrer would be application.

Sincerely.

Charles R. and Luth R. Lyler

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Please Prepare Response for Secretary

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#### Maryland Department of Transportation The Secretary's Office

June 29, 1998

Parris N. Glendening Governor

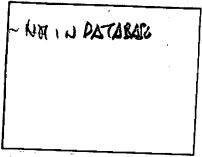
David L. Winstead Secretary

John D. Porcari **Deputy Secretary** 

victor \$1.8

Mrs. Aprel Victor 127 Riverview Avenue Annapolis MD 21401

Dear Mrs. Victor:



Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of statewide sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc:

The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip D. Bissett, Member, Maryland House of Delegates

The Honorable Michael E. Busch, Member, Maryland House of Delegates

The Honorable Virginia P. Clagett, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mrs. Aprel Victor Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9050

Serial # 9042

Drafted by: Natalie Hardy, OED/LAD/NAT -June 5, 1998

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### Maryland Department of Transportation The Secretary's Office

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

June 29, 1998

Mr. John A. Victor 127 Riverview Avenue Annapolis MD 21401

Dear Mr. Victor:

NTI IN PATABASE

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of statewide sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

victorepr. on

CC:

The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. John A. Victor Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9050

Serial # 9042

Drafted by: Natalie Hardy, OED/LAD/NAT -June 5, 1998

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November 13, 1998

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

Mr. Frank Vispo 6024 Auth Road Camp Springs MD 20746

Dear Mr. Vispo:

This is a follow up to my October 30, 1997, letter regarding a sound barrier for the Auth Village community. The State Highway Administration (SHA) has completed a review to determine if your community meets the requirements for a sound barrier. The process took longer than initially anticipated, thank you for your patience.

It is my pleasure to inform you the Auth Village community meets the technical requirements for a sound barrier. This pertains to those homes that were built prior to the construction of I-495. Those homes that were built more recently do not qualify for consideration. Prince George's County will need to agree to fund 20 percent of the barrier costs before we consider the availability of funds for the design and construction of a barrier. Once Prince George's County indicates its willingness to provide the local match, the schedule for both design and construction will be determined when funds are available in the State's capital budget. I have asked State Highway Administrator Parker F. Williams to have his staff keep you informed of our progress as we work through the funding process.

Thank you for your patience while we conducted our investigation. If you need any additional information, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely.

David L. Winstead

Secretary

The Honorable Michael A. Crumlin, Member, Maryland House of Delegates

The Honorable Ulysses Currie, Member, Senate of Maryland

The Honorable Wayne K. Curry, Prince George's County Executive

The Honorable Dereck Davis, Member, Maryland House of Delegates

The Honorable M. H. Jim Estepp, Member, Prince George's County Council

The Honorable Brenda B. Hughes, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-885-1000

Toll Free Number 1-888-713-1414 TTY For the Deaf: 410-865-1342

Post Office Box 8755, Baltimore/Washington international Airport, Maryland 21240-0755

CC:

M. Frank Vispo Page Two

bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director for the Office of Administrative Services Mr. James Hade, Noise Abatement Team Leader, State Highway Administration Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

**OED** Serial

Noise Customer #: 1318 Response prepared: 10/23/98

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JAN 16 '98 02:31PM SHA ADMINISTRATOR 410 333 1586

. . P.3/7

Mr. Frank Vispo 6024 Auth Road Camp Springs, Md. 20746 January 7, 1998 Phone Work: 202-767-4244

4. 1318

The Honorable Governor Parris Glendening The Maryland State House Annapolis, Maryland 21401

49003

Dear Governor,

This letter is directed to your decision making responsibilities. Over six months ago you received a a letter from me seeking your responsibility to have a environmental noise / air abatement barrier constructed adjacent to this property located on Interstate 95/495. The Tractor Trailer / Commercial Truck traffic is not only dominating this highway, the Environmental Pollution generated by these vehicles is completely unrestricted and excessively unbearable. It appears that the Maryland Department of Transportation State Highway Administration is in completely complacent to the extent of noise / air pollution being generated and their replies to my request is complete proverbial procrastination. I would like to know what the State of Maryland's time frame is for the construction of a noise abatement barrier. I am a victim of Federal / State negligence of responsibility and I am being discriminated against because of lack of political leverage. I now know that political leverage is the major factor involved in having an abatement barrier constructed and all future efforts will be in this direction.

Enclosures: Past and Present Documentation.

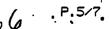
cc: The Environmental Community, Elected Government Representatives, Broadcasting Networks, News Media and everybody on the Internet that will support this effort.



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## Maryland Department of Transportation The Secretary's Office

Partia N. Glandonin Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

October 30, 1997

Mr. Frank Vispo 6024 Auth Road Camp Springs MD 20746

Dear Mr. Vispo:

Thank you for your repent letter to Senator Barbara Mikulaki regarding highway traffic noise along I-495 in the Camp Springs area of Prince George's County. Senator Mikulski received your letter and asked me to respond directly to you.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. Since then the policy including the cost criterion has been revised. The State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers; yours is one of those communities. We anticipate we will have this work completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

CE: The Honorable Barbara A. Mikulski, Member, United States Senate Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000



# Maryland Department of Transportation State Highway Administration

67

Parris N. Glendening

David L. Winstead Secretary

Parker F. Williams
Administrator

January 21, 1998

Mr. Frank Vispo 6024 Auth Road Camp Springs MD 20746

Dear Mr. Vispo:

Thank you for your recent letter to Governor Glendening expressing your concerns over the time frame for a decision regarding a noise barrier along I-495, North of Auth Road. I appreciate your desire for a timely resolution of this issue and share your concern over the impact of highway noise on your community. The Governor asked me to respond on his behalf.

The State Highway Administration (SHA) is finalizing a comprehensive review of communities affected by highway noise. The purpose is to determine those communities that quality for sound barriers under our revised noise policy. Your community is included in this review. We expect to have the results of our reanalysis soon. I have asked our Director of Environmental Design, Mr. Charles B. Adams, to provide you with the results once a determination has been made.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Adams, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely

Parker F. Williams

Administrator

cc:

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

410-545-8640 or toll free in Maryland 1-800-446-5962

My telephone number is \_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 Mr. Frank Vispo Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #7804

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charlie K. Watkins, District Engineer, SHA

SERIAL: #7804 OEDNAT: #1318

Drafted by: Philip Troll, OED/LAD/NAT -- January 20, 1998

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Mr. Frank Vispo 6024 Auth Road Camp Springs, Md. 20746 January 7, 1998 Phone Work: 202-767-4244

,9 1318 138

The Honorable Governor Parris Glendening The Maryland State House Annapolis, Maryland 21401

49003

Dear Governor,

This letter is directed to your decision making responsibilities. Over six months ago you received a a letter from me seeking your responsibility to have a environmental noise / air abatement barrier constructed adjacent to this property located on Interstate 95/495. The Tractor Trailer / Commercial Truck traffic is not only dominating this highway, the Environmental Pollution generated by these vehicles is completely unrestricted and excessively unbearable. It appears that the Maryland Department of Transportation State Highway Administration is in completely completent to the extent of noise / air pollution being generated and their replies to my request is complete proverbial procrastination. I would like to know what the State of Maryland's time frame is for the construction of a noise abatement barrier. I am a victim of Federal / State negligence of responsibility and I am being discriminated against because of lack of political leverage. I now know that political leverage is the major factor involved in having an abatement barrier constructed and all future efforts will be in this direction.

Enclosures: Past and Present Documentation.

cc: The Environmental Community, Elected Government Representatives, Broadcasting Metworks, News Media and everybody on the Internet that will support this effort.

Sincerely, Wallistand Frank Vispo

V



October 28, 1998

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS. MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

WAGNER of I. do

Dear Mr. Wagner:

Mr. Warren Wagner

8602 Valleyfield Road

Lutherville MD 21093

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

ani N. Glerole

Governor

cc:

The Honorable Michael J. Finifter, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

NOT IN POMAGASE

bce: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

June 29, 1998

Mr. Warren Wagner 8602 Valleyfield Road Lutherville MD 21093-3921

Dear Mr. Wagner:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

A number of people in the community have written with a variety of questions. At the public meeting of June 8, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions which have been raised. We are currently gathering information to respond to your request. A response will be forwarded to you within the next several weeks.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

WAGNER \$1.da

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Warren Wagner Page Two

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## Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams
Administrator

March 27, 1998

Mr. George E. Ward, III 14 Second Street Annapolis MD 21401

Dear Mr. Ward:

In our last letter to you we indicated that, as the result of changes to our sound barrier policy, we were reviewing the community of Greenwood Acres to determine whether it met the qualifications for a sound barrier. We have completed our investigation and want to update you on our conclusions.

In addition to meeting other criteria which are designed to ensure that State-funded barriers are provided in the most equitable manner possible, a community must predate the original highway in order to be eligible for such a barrier. I regret that, because this community does not meet that criterion, it does not qualify for a State-funded sound barrier.

Thank you again for your patience while we investigated this community's eligibility under the State's Sound Barrier Program. I regret I am unable to provide a positive response. If you would like additional information, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Cust 3 1230

My telephone number is \_\_\_\_\_\_

Mr. George E. Ward, III Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State

Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Drafted by: OED/LAD/NAT -- March 9, 1998 N:\OED\NOISE\CORRESP\1998\WARD01.DOC



## Maryland Department of Transportation State Highway Administration

August 6, 1998

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

Mrs. Adelaide Washington 2703 Lackawanna Place Adelphi MD 20783

Dear Mrs. Washington:

Thank you for your recent letter regarding a noise study for the White Oak Manor community along I-495. I appreciate your interest in this issue.

We have reviewed your request to determine if the White Oak Manor community is eligible for consideration of a sound barrier under our Type II, or retrofit program. This program involves the construction of sound barriers for communities along fully controlled access highways such as I-495. The intent of this program is to address those communities built before environmental analysis became a part of the highway development process. The basic criterion that must be met in order for us to further consider a barrier is the community must predate the original highway construction. According to our records, White Oak Manor was built after I-495, therefore, we cannot consider a sound barrier.

You mentioned that you would like the State Highway Administration to conduct noise measurements for the White Oak Manor community. Once it is determined that a community does not meet the eligibility date criterion, no further studies are performed, because to do so would raise false expectations which could not be met. Enclosed for your information is a copy of our Sound Barrier Policy and Community Resource Guide.

Thank you again for your letter. If you have any other questions on this matter, please do not hesitate to contact me or Mr. James Hade, Team Leader for the Noise Abatement Team at 410-545-8599 or 1-800-446-5962.

Mr. Charles B. Adams

Director

Office of Environmental Design

CC: The Honorable Arthur Dorman, Member, Senate of Maryland
The Honorable Barbara Frush, Member, Maryland House of Delegates
The Honorable Pauline H Menes, Member, Maryland House of Delegates
The Honorable James C Rosapepe, Member, Maryland House of Delegates
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
My telephone number is

Mrs. Adelaide Washington Page Two

bcc: Ms. Claire DeBakey, special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Eric G Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration Mr. Charles K. Watkins, District 3 Engineer, State Highway Administration

Serial: #OED-28

Drafted by: Ms. Natalie Hardy, OED/LAD/NAT – August 5, 1998 N:\OED\NOISE\CORRESP\1998\WASHIN01.DOC



June 10, 1998

Chief Office of Environmental Design Mr. Charles Adams P.O. Box 717 Baltimore, MD 21203-0717

Dear Mr. Adams:

For several years I have asked for a noise wall study for my sub-division, which is White Oak Manor, especially the streets Lackawanna St., Lackawanna Place, Custer Terrace, Tuckahoe St, the noisare terrible and very loud. Location is Hwy. 495 and the exit 95-Baltimo

Your Immediate attention to this matter will be appreciated. Would you please let me know as soon as possible.

Mrs. Adelaide Washington 2703 Lackawanna Place Adelphi, Maryland 20783 (301)434-1637

cc: Parris Glendening, Governor
AW;aw

N. 5%

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NO SIGNED NOTIFIED IN APPLIANCE

Mrs. Adelaide Washington 2703 Lackawanna Place Adelphi MD 20783

Dear Ms. Washington:

Thank you for your recent letter regarding a noise study for the White Oak Manor community along I-495. I appreciate your interest in this issue.

There are two circumstances in which the State Highway Administration (SHA) considers the need for sound barriers. They are referred to as Type I and Type II. Type I sound barriers are considered in conjunction with new highway construction or the expansion of existing highways. When SHA is deciding where to build a barrier, an environmental analysis is performed during the highway planning phase to determine if future noise levels will equal or exceed the impact threshold of 66 decibels (dBA) and, if so, whether they can be effectively reduced for a reasonable cost. Affected homes must predate the approval date of the highway improvements for a barrier to be considered. When studies were performed for White Oak Manor, it was determined that the auxiliary lanes along the I-495 would not increase due to the highway improvements because of the distance between your community and the roadway.

Type II, or retrofit, sound barriers involve the construction of noise barriers for communities that predate the original highway. The intent of this program is to address those communities built before environmental analysis became a part of the highway development process. The first criterion that must be met for a barrier to be approved is the community must predate the highway. White Oak Manor was built after I-495 therefore does not qualify for a Type II sound barrier.

You mentioned that you would like State Highway Administration to conduct noise measurements for the White Oak Manor community. Once it is determined that a community does not meet the qualifications for a sound barrier, no further studies are performed. If other studies are performed it would give false expectations which could not be met.

Ms. Adelaide Washington Page Two

Thank you again for your letter. If you have any other questions on this matter, please do not hesitate to contact me or Mr. James Hade, Team Leader for the Noise Abatement Team at 410-545-8599 or 1-800-446-5962.

Sincerely,

Mr. Charles B. Adams Director

cc: The Honorable Arthur Dorman, Member, Senate of Maryland
The Honorable Barbara Frush, Member, Maryland House of Delegates
The Honorable Pauline H Menes, Member, Maryland House of Delegates
The Honorable James C Rosapepe, Member, Maryland House of Delegates
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

1100 SIGHED COPY

Edward O. Wayson, Jr. 121 Cathedral Street Annapolis MD 21401

Dear Mr. Wayson Jr.:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Kirkley Road area adjacent to US 50. The Governor has asked me to respond on his behalf. I appreciate your patience as we continue with the analysis for this community.

For a community to qualify for a sound barrier, the majority of impacted homes must predate the construction of the original highway, noise levels must equal or exceed the impact threshold of 66 decibels, an effective barrier must be able to be built, and the cost of a barrier cannot exceed \$50,000 per protected home.

The issues we are working on for the Kirkley Road area relates to which homes are experiencing noise levels of 66 decibels or greater, the dates when the homes were built in relationship to US 50 and the cost of a barrier. Our records indicate that only two homes predate the highway.

Also, past noise level measurements indicated that only one home was experiencing noise levels above the 66 decibel threshold. We will be performing additional measurements to determine if the area of impact has increased and if so, can an effective barrier be built within our cost guidelines. Mr. James D. Hade, SHA's Noise Abatement Team Leader, will be in contact with the affected homeowners within two weeks to schedule the measurements.

Mr. Edward O. Wayson, Jr. Page 2

Thank you again for your letter. I have asked Mr. Charles B. Adams, SHA's Director of Environmental Design to call and arrange a meeting with you to review this information. I apologize if our previous correspondence was not clear on theses issues. If you need additional information regarding this matter, please do not hesitate to contact Mr. Adams, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

Cc: The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip C. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia C. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Edward O. Wayson, Jr. Page Three

bcc: Mr. Paul D. Armstrong, District 5 Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland

Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #9350

Serial #: 9350 OED Serial#:

Noise Customer #: 1683

Responding to letter dated: August 17, 1998 Saved: 08/21/98 1:07 PM by: James D. Hade

N:\OED\NOISE\CORRESP\1998\DRAFTS\Ways9350.doc

#### LAW OFFICES

#### COOTER, MANGOLD, TOMPERT & WAYSON, L.L.C.

IE) CATHEDRAL STREET
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BALTIMORE (410) 274-8613
WASHINGTON (301) 261-1503
FAX: (410) 288-4878

EDWARD O. WAYSON, JR. WRITER'S DIRECT DIAL MIDI 268-2529 SWRYSONGCOSTEMBRIGOLCOM

August 17, 1998

mac.blognametaco@cm

District of Columbia Office 5301 Wisconsin Avenue. N.W. Suite 500 Washington, D.C. 80015 Tel: 12021 537-0700 Fax: 12021 354-3664

cmdo@cootermangoid.com

Governor Partis Glendening State House Annapolis, Maryland 21401

Re: Rt. 50 Sound Barriers Ambient Noise Levels
Lindamoor Community

#### Dear Governor.

This time last year we were able to briefly discuss the issue of highway noise as it affected our community. Subsequently, I received the attached letter which made reference to our conversation. Thereafter, on a late winter afternoon, I noted that someone took noise samples from our front door and other sites near by. We were then informed that the readings went only as high as 63, which was below the minimum of 65. Based on such we were advised that we failed to quality for the sound barriers. In addition we were informed that over 25 evergreen trees were planted on the slope facing RI. 50 and with rapid growth it would provide us with additional buffer in a few years.

However, recently I was informed that the adjoining community will be receiving sound barriers and our side of Rt. 50 will not receive the same treatment. I find this a little odd since both communities are affected by the same traffic and at about the same distance from the highway. It appears that since the Riverview Manor community is larger than our community they have qualified and we have not. I am quite disappointed, that we would receive different treatment due to the fact that we are a smaller community. Hopefully, this inbalance can be rectified in the near future.

Sincerely

Edward Q. Wayson, Jr.

EOW/dil Enclosure

ECT 22 1017



#### STATE OF MARYLAND OFFICE OF THE GOVERNOR

October 21, 1997

PARRIS M. GLENDENING GOVERNOR

Annapolis Office State Mouse 100 State Cricle Annapolis. Maryland 21:06 (410 874, 201

Washington Office Slite 111 444 North Capitol Street, N.W. Washington, D.G. 2009 (202) Rajetr

TDD (410) 339-2098

Mr. Edward O. Wayson, Jr. PO Box 1546 121 Cathedral Street Annapolis MD 21401-1546

Dear Ed:

It was a pleasure to meet with you earlier this month to discuss the need to mitigate the highway noise in the areas along US 50 from Rowe Boulevard to the Severn River. I understand your concerns to provide relief from high noise levels that affect the quality of life for the residents in this area.

As I indicated at our meeting, the State intends to construct sound barriers which meet all the State's criteria in this area, as outlined in the report which you referenced "Ambient Noise Measurements US 50, Riverview Manor and Lindamoor Communities." The State Highway Administration will proceed with the design of these barriers and construction will be programmed based upon availability of funds in the highway program and the County's participation outlined in the State's "Noise Policy."

The State will work with Anne Arundel County to assist them in meeting the local requirements for sound barrier projects. Local jurisdictions are required to secure a local fund share of 20 percent and implement a noise control ordinance to address future development adjacent to State highways. In order for the State Highway Administration to proceed with this project, it is important that it receives a commitment from Anne Arundel County.

It is my pleasure to be able to help improve the livability of those established communities. Working with Anne Arundel County, I am sure we can provide the sound barriers identified in the report in the near future. A representative from State Highway Administrator Parker Williams' office will contact you to discuss the sound barriers along US 50. If you have any questions in the meantime, please contact Mr. Williams at 410-545-0400.

Sincerely.

Parris N. Glendening

Governor

## Sherry Vamer - Gov. Corr. - Wayson, Jr. - Letter ID 63831

Page 1

78

From:

\*OGMD\_API,comgw <comgw@gov.state.md.us>

To:

MDOTHOPD.ELMRDPO1(svarner)

Date:

Tue, Aug 18, 1998 11:59 AM

Subject:

Gov. Corr. - Wayson, Jr. - Letter ID 63831

" High Priority "

OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 63831

Receive Date: 08/18/1998

Letter Date: 08/17/1998 Deadline Date: 09/01/1998

> Name: Mr. Edward O. Wayson, Jr. 121 Cathedral St.

Annapolls, MD 21401

Subject SOUND BARRIER REQUEST

Description: Opposes decision about noise barriers for neighborhood. (Lindamoor Community)

Agency: MDOT

UNIT: DSI

CC:

MDOTHQPD.GWIA("mdot.state.md.us.jweeks@gov.state.m...

410P.5/583;# 5/

LAW OFFICES

COOTER, MANGOLD, TOMPERT & WAYSON, L.L.C.

121 CATHEDRAL STREET

ANNAPOLIS, NO 21401



Governor Parris Glendening State House Annapolis, Maryland 21401

haldmildallhamillahil

**% %** 

NO SIGNED COO

Mr. Edward O. Wayson, Jr. PO Box 1546 121 Cathedral Street Annapolis, MD 21404-1546

Dear Mr. Wayson:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Lindamoor community along US 50. The Governor asked me to respond on his behalf.

Since Governor Glendening took office in 1995, this Administration has placed an increased emphasis on quality of life issues, such as sound barriers. In the past three years, we have developed a new Sound Barrier Policy that has made communities such as yours eligible to receive these much needed projects. To handle the increased number of eligible communities, we also have nearly tripled the budget for sound barriers. In 1995, only \$22 million was earmarked for sound barriers, but since then, I have increased that figure to \$60 million. Regrettably, the number of eligible communities still surpasses our ability to fund them as quickly as we would like.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Mr. Edward O. Wayson, Jr. Page Two

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

Cc: The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

77

#### LAW OFFICES

#### COOTER, MANGOLD, TOMPERT & WAYSON, L.L.C.

ie) cathedral street Annapolig. MD e1401 Annapolig 14101 268+2020 Baltimore 14101 974+8813 Washington (301) 281+1803

EDWARD O. WAYSON, JR. WRITER'S DIRECT DIAL 14101 258-2529 GWRYSON@COOTEMBRIPULLCOM FAX: (410) 268-4576 ChindGoodhmingold.com

August 17, 1998

District of Columbia Office 5301 Wisconsin Avenue. N.W. Suite 500 Washington, D.C. 80018

TEL: (202) 537-0700
FAX: (202) 364-3664
cmdc@ccotermangold.com

Governor Partis Glendening State House Annapolis, Maryland 21401

Re: Rt. 50 Sound Barriers Ambient Noise Levels
Lindamoor Community

#### Dear Governor.

This time last year we were able to briefly discuss the issue of highway noise as it affected our community. Subsequently, I received the attached letter which made reference to our conversation. Thereafter, on a late winter afternoon, I noted that someone took noise samples from our front door and other sites near by. We were then informed that the readings went only as high as 63, which was below the minimum of 65. Based on such we were advised that we failed to quality for the sound barriers. In addition we were informed that over 25 evergreen trees were planted on the slope facing Rt. 50 and with rapid growth it would provide us with additional buffer in a few years.

However, recently I was informed that the adjoining community will be receiving sound barriers and our side of Rt. 50 will not receive the same treatment. I find this a little odd since both communities are affected by the same traffic and at about the same distance from the highway. It appears that since the Riverview Manor community is larger than our community they have qualified and we have not. I am quite disappointed, that we would receive different treatment due to the fact that we are a smaller community. Hopefully, this inbalance can be rectified in the near future.

Sincerely

Edward D. Wayson, Jr.

EOW/dil Enclosure

DET 22 1007



#### STATE OF MARYLAND OFFICE OF THE GOVERNOR

October 21, 1997

PARRIS M. GLENDENING GOVERNOR

ANNAPOLIS OFFICE 100 STATE CIRCLE

444 NORTH CAPITOL STREET, N.W.

TDD (410) 133-2098

Mr. Edward O. Wayson, Jr. PO Box 1546 . 121 Cathedral Street Annapolis MD 21401-1546

Dear Ed:

It was a pleasure to meet with you earlier this month to discuss the need to mitigate the highway noise in the areas along US 50 from Rowe Boulevard to the Severn River. I understand your concerns to provide relief from high noise levels that affect the quality of life for the residents in this area.

As I indicated at our meeting, the State intends to construct sound barriers which meet all the State's criteria in this area, as outlined in the report which you referenced "Ambient Noise Measurements US 50, Riverview Manor and Lindamoor Communities." The State Highway Administration will proceed with the design of these barriers and construction will be programmed based upon availability of funds in the highway program and the County's participation outlined in the State's "Noise Policy."

The State will work with Anne Arundel County to assist them in meeting the local requirements for sound barrier projects. Local jurisdictions are required to secure a local fund share of 20 percent and implement a noise control ordinance to address future development adjacent to State highways. In order for the State Highway Administration to proceed with this project, it is important that it receives a commitment from Anne Arundel County.

It is my pleasure to be able to help improve the livability of those established communities. Working with Anne Arundel County, I am sure we can provide the sound barriers identified in the report in the near future. A representative from State Highway Administrator Parker Williams' office will contact you to discuss the sound barriers along US 50. If you have any questions in the meantime, please contact Mr. Williams at 410-545-0400.

Sincerely.

Parris N. Giendening Governor

94

From:

\*OGMD.API.comgw\* <congw@gov.state.md.us>

To:

MDOTHQPD.ELMRDPO1(svarner)

Date:

Tue, Aug 18, 1998 11:59 AM

**Subject:** 

Gov. Corr. - Wayson, Jr. - Letter ID 63831

"High Priority"

OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 63831

Receive Date: 08/18/1998

Letter Date: 08/17/1998 Deadline Date: 09/01/1998

Name: Mr. Edward O. Wayson, Jr.

121 Cathedral St. Annapolls, MD 21401

Subject: SOUND BARRIER REQUEST

Description: Opposes decision about noise barriers for neighborhood. (Lindamoor Community)

Agency: MDOT

UNIT: DSI

CC:

MDOTHQPD.GWIA("mdot.state.md.us.jweeks@gov.state.m...

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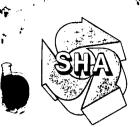
4108.5/583;# :

LAW OFFICES
COOTER, MANGOLD, TOMPERT & WAYSON, L.L.C.
IZI CATHEDRAL STREET
ANNAPOLIS, NO 21401



Governor Parris Glendening State House Annapolis, Maryland 21401

listatuddalllamilistiff



## Maryland Department of Transportation State Highway Administration

Mr. Edward O. Wayson, Jr. PO Box 1546 121 Cathedral Street Annapolis, MD 21404-1546 (war or March 5, 1998)

Governor David L. Winstead

Parris N. Glendening

Secretary

Parker F. Williams Administrator

Dear Mr. Wayson:

I am writing to report to you the results of a recent highway noise level measurement study conducted at your home at 1 Fitzgerald Road in the Weems Creek / Kirkley Road area, adjacent to US 50. Copies of the data sheets and site diagram, along with pertinent noise measurement data gathered previously in the area are enclosed for your information.

Exhibit 1 shows the two locations where noise levels were measured, as well as the date and time of the tests. The tests were run simultaneously starting at 2:40 in the afternoon, and ultimately yielded the same average level of 58 decibels (dBA). Exhibits 2 and 3 show the actual data printouts from the sound level analyzers. The noise level was actually measured in continuous 1-minute intervals as shown, and a composite 15-minute was also given (the "circled" value).

As a part of the analysis, we also looked at a previous test conducted over a 24-hour period at your neighbor's home at 244 Kirkley Road to determine how the noise level varied between non-rush and rush-hour traffic period (included as Exhibit 4). It shows that between the time period measured at your home (2-3 p.m.) and the rush-hour the noise level increased by as much as 5 dBA. To equate the recent test at your home to "rush-hour" traffic conditions, we apply an adjustment of +5 dBA to the 58 dBA level, yielding a worst-case noise level at your home of 63 dBA. This level is still 3 dBA below the 66 dBA impact threshold.

Though the noise level at your home was not found to meet the impact threshold, at other homes closer to the highway the noise was higher, as would be expected. We are continuing our assessment of the eligibility of the area for a sound barrier, and as such, will continue to work towards a timely resolution of the remaining issues. The issues include constructibility, cost, and the small number of impacted properties.

Thank you for your continuing interest and patience regarding this issue. In the meantime, if you should have any questions on the enclosed material, please do not hesitate to contact Mr. Ken Polcak of our Noise Abatement Design and Analysis Team. Ken may be reached at (410) 545-8601, or toll free at 1(800)446-5962.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Enclosures

Mr. Ken Polcak cc:

My telephone number is

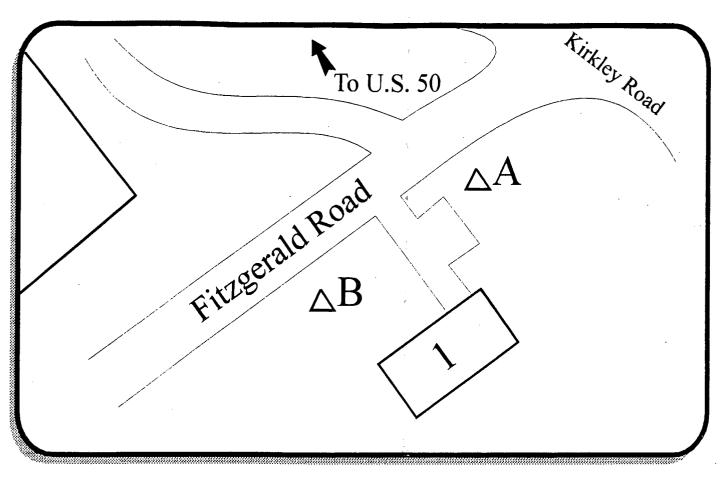
Mr. Edward O. Wayson, Jr. Page Two

bcc: Noise Abatement Team, State Highway Administration

Drafted by: Ken Polcak, OED/LAD/NAT - March 4, 1998

N:\OED\NOISE\CORRESP\1998\WAYSON01.DOC

# Ambient Measurements



Project: US 50 - Riverview Manor					
Address:	1 Fi	tzgerald Road			
Desrciption	on:	Two story residence			
Date\Time	:	2-26-98 2:40 pm			
NSA\Rece			<u></u>		

Traffic						
Road						
Cars						
MT						
HT						
Speed						

	Comments
1	
. <del>-</del>	

METROSONICS db-308 SN 3422 V3.0 4/88 REPORT PRINTED 2/26/98 @ 14:58:08

DOUBLING RATE: 3dB FILTER: A WGHT DOSE CRITERION: 90dB RESPONSE: SLOW PRE-CALIBRATION TIME: 12/08/97 @ 15:14:24 PRE-CALIBRATION RANGE: 40.2dB TO 140.2dB

NO POST-CALIBRATION

CALIBRATOR TYPE & SERIAL # :

#### CALIBRATOR CALIBRATION DATE:

TEST BEGAN 2/26/98 @ 14:40:03 TEST LENGTH: ODAYS 0:15:00 TEST ENDED 2/26/98 @ 14:55:03

TEST INTERRUPTIONS:

Lav = 58.3dB Lav ( 80) = 40.2dB SEL = 87.8dB Lav ( 90) = 40.2dB

Lmax = 70.0dB ON 2/26/98 @ 14:48:34

Lpk = UNDER

TIME OVER 115dB 0D 0:00:00.00

8 HR DOSE ( 80dB CUTOFF) = 0.00%

8 HR PROJ. DOSÉ ( 80dB CUTOFF) = 0.00%

8 HR DOSE ( 90dB CUTOFF) = 0.00%

8 HR PROJ. DOSE ( 90dB CUTOFF) = 0.00% "TIME HISTORY REPORT

"# OF PERIODS: 15 MODE: CONTINUOUS

"PERIOD LENGTH: 0:01:00 "TIME HISTORY CUTOFF: NONE "Ln(1): 10.0% Ln(2): 99.9%

"DATE: 2/26/98 TAG #: 3422

"INT" "TIME" "Lav" "Lmx" "Lpk" "L1" "L2" 1 "14:40:03" 59.8 68.0 "UNR" 63 2 "14:41:03" 58.5 61.4 "UNR" 59 55 3 "14:42:03" 59.1 62.0 "UNR" 60 57 4 "14:43:03" 58.2 60.4 "UNR" 59 55 5 "14:44:03" 58.9 61.8 "UNR" 60 57 6 "14:45:03" 56.8 58.4 "UNR" 57 55 7 "14:46:03" 57.3 59.6 "UNR" 58 54 8 "14:47:03" 57.3 59.2 "UNR" 58 54 9 "14:48:03" 60.5 70.0 "UNR" 61 55 10 "14:49:03" 56.4 58.5 "UNR" 57 53 11 "14:50:03" 59.3 63.5 "UNR" 61 55 12 "14:51:03" 58.0 60.4 "UNR" 59 55 13 "14:52:03" 57.2 59.7 "UNR" 58 55 14 "14:53:03" 58.1 61.7 "UNR" 59 56 15 "14:54:03" 56.9 59.9 "UNR" 58 54

\*\* AMPLITUDE DISTRIBUTION REPORT \*\*

US 50 AMBIENT MEASUREMENTS

1 FITZGERALD DRIVE

15 MINUTE MEASUREMENT

METROSONICS db-308 SN 1052 V2.3 3/87

CURRENT DATE: 2/26/98 CURRENT TIME: 15:00:58

CALIBRATED: 12/08/97 @ 15:23:15

DISPLAY RANGE: 42.8dB TO 138.8dB

DOUBLING RATE: 3 dB

FILTER: A WGHT

RESPONSE: SLOW

SCHEDULED RUN: OFF

START DATE: 2/26/98 START TIME:14:40:00 LENGTH: 0:15:00

#### \*\* OVERALL REPORT \*\*

TEST STARTING DATE: 2/26/98
TEST STARTING TIME: 14:40:19
TEST LENGTH: 0DAYS 0:15:00

Lav = 58.2dB Lav 80= 42.8dB Lav 90= 42.8dB SEL = 87.7dB

Lmax = 70.9dB ON 2/26/98 @ 14:40:54 Lpk < 117dB

TIME OVER 115dB OD 0:00:00.00

DOSE CRITERION: 97dB

8 HR DOSE ( 80dB CUTOFF) = 0.00%

8 HR PROJ. DOSE ('80dB CUTOFF)= 0.00%

8 HR DOSE ( 90dB CUTOFF) = 0.00%

8 HR PROJ. DOSE ( 90dB CUTOFF) = 0.00%

#### \*\* TIME HISTORY REPORT \*\*

MODE: CONTINUOUS

PERIOD LENGTH: 0:01:00 TIME HISTORY CUTOFF: NONE Ln(1): 10.0% Ln(2): 99.9%

INT# START Lav Lmax Lpk TAG# TIME ET L1 L2

					4				ı
1 2, 1792 14	•		70.9 < 66	<117 54		,	*		•
2 2, 1792 14:	/26/98 :41:19 0		62.7 < 60	<117 55	įi			*	+
	/26/98 :42:19 0		62 <b>.</b> 1 <	<117 56				*	+
	/26/98 :43:19 0			117 55	i ·		*		+.,
	/26/98 :44:19 0			117 54		·		*	+
	/26/98 :45:19 0		58.4 < 57	117 54		;	*	+	
7 2/ 1792 14:	/26/98 :46:19 0		59.2 < 57	117 54	1	:	*	+	
8 2/ 1792 14:	/26/98 :47:19 0		58.8 < 57	117 55			*	+	
	/26/98 :48:19 0		68.7 <	117 55	:	*			+
10 2/ 1792 14:	/26/98 :49:19 0		59.6 < 58	:117 53			*	+	
	/26/98 :50:19 0		63.5 <	117 54				*	+
12 2/ 1792 14:	/26/98 :51:19 0		59.5 < 58	117 54			*	+	
13 2/ 1792 14:			62.9 < 58	:117 55			*		+ ,
14 2/ 1792 14:			64.1 < 58	117 53			*		+
15 2/ 1792 14:		56.7 (	61.6 <	117 54			*		+

## EXHIBIT 3

(continued)

## 24-HOUR NOISE MEASUREMENT STUDY

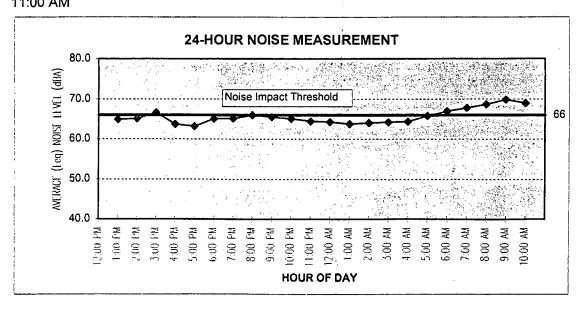
Test date: 10/1/96 -Start 10/2/96 -End

Route: US ROUTE 50/301

Location: 244 KIRKLEY ROAD / WEEMS CREEK AREA

All levels given in decibels (dBA), unless otherwise noted.

					Sub-interval legth (n		20
_	·				Number of sub-inter	vals/hour -	3
		Sı	ıb-interval	Leq			
	Interval	1	2	3		<b>Hourly Leq</b>	
	12:00 PM						
	1:00 PM		65.0	64.8		65 ·	4.5
	2:00 PM	64.9	65.3	65.1	<del> </del>	<del>-</del> 65 <del>-</del>	-58 (Measured)
	3:00 PM	65.6	65.7	68.0		67	- 1
	4:00 PM	64.3	63.3	63.5		64	
	5:00 PM	63.4	63.0	63.1	1	63	
	6:00 PM	66.4	64.5	64.0	İ	65	•
	7:00 PM	64.6	65.3	65.4		65	, , , , , , , , , , , , , , , , , , ,
	8:00 PM	66.0	65.8	66.1	Ì		Wayson data
	9:00 PM	65.7	65.5	65.3	Difference	-66	110.
	10:00 PM	65.0	65.1	65.2	in	65	1 Fitzgerala Rd.
	11:00 PM	64.7	64.7	63.8	Difference	64	Wayson data 1 Fitzgerald Rd. 2/26/98
	12:00 AM	64.3	64.3	64.2	+5 dBA (Adjustmeni	64	2/26/98
	1:00 AM	63.5	63.9	63.9	111: 4	<b>≠</b> ) 64	, ,
	2:00 AM	64.0	64.3	63.9	(Hajus imen	64	
	3:00 AM	64.3	63.9	64.5	•	64	
	4:00 AM	63.6	64.4	65.1	,	64	•
	5:00 AM	65.4	65.8	66.2		. 66	
	6:00 AM	66.4	67.3	67.2		67	•
	7:00 AM	67.2	68.2	67.9	•	# # 68	
	8:00 AM	68.8	68.4	68.8		69	
	9:00 AM	70.2	69.3	70.0	. L	70 <b>-</b>	-63 (Adjusted)
	10:00 AM	69.4	69.4	68.0		₹ 69	. 0
	11:00 AM				a :	of the latter of	



LAW OFFICES

#### COOTER, MANGOLD, TOMPERT & WAYSON, L.L.C.

IZI CATHEDRAL STREET
ANNAPOLIS, MD 21401
ANNAPOLIS (410) 268-2020
BALTIMORE (410) 974-8813
WASHINGTON (301) 261-(503
FAX: (410) 268-4576
cmmd@cootermangold.com

EDWARD O. WAYSON, JR. WRITER'S DIRECT DIAL (410) 268-2529 ewayson@cootermangold.com

February 23, 1998

DISTRICT OF COLUMBIA OFFICE
5301 WISCONSIN AVENUE. N.W.
SUITE 500
WASHINGTON. D.C. 20015
TEL: (202) 537-0700
FAX: (202) 364-3664
cmdc@cootermangold.com

Mr. Charles Adams Maryland Department of Transportation Office of Environmental Design 707 North Calvert Street, MS C-303 Baltimore, MD. 21202

Re: Rt. 50 sound barriers

Dear Mr. Adams:

Last October, 1997, you and Assistant Secretary Hilliard took time to meet with me on the issue of sound barriers. Our request was to place sound barriers along the south side of Rt. 50 west of the Rowe/Bestgate exit ramp off Rt. 50. Both of you indicated that the location being along Kirkly Road was borderline and may be in need of further winter noise testing. Shortly thereafter I was contacted by a noise engineer who indicated he would be doing a winter test. I would assume that such test has been completed and the results have been forwarded to your office. I am requesting an update to this situation at your earliest convenience.

Sincerely.

Edward O. Wayson, Jr.

EOW/dll



## Maryland Department of Transportation The Secretary's Office

Parris N. Glendening Governor

David L. Winstead Secretary John D. Porcari Deputy Secretary

June 25, 1998

NOT IN DATABASE

Mr. John R. Webster 803 Dartmoor Road Lutherville MD 21093

Dear Mr. Webster:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

A number of people in the community have written with a variety of questions. At the public meeting of June 8, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions which have been raised. We are currently gathering information to respond to your request. A response will be sent to you within the next several weeks.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

WESTR 03. Dr

English 1

Mr. John R. Webster Page Two

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October 28, 1998

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N W. WASHINGTON, D.C. 20001 (202) 638-2215

WGBSTR DZ. Lr.

TDD (410) 333-3098

Ms. Martha A. Webster 803 Dartmoor Road

Lutherville MD 21093

Dear Ms. Webster:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

ani N. Elende

Governor

cc:

The Honorable Michael J. Finister, Member, Maryland House of Delegates

The Honorable Robert L. Frank, Member, Maryland House of Delegates

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

HOT IN PALAGALE

Ms. Martha A. Webster Page Two

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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# Maryland Department of Transportation The Secretary's Office

109 Phil

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

June 25, 1998

Ms. Martha A. Webster 803 Dartmoor Road Lutherville MD 21093

Dear Ms. Webster:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me-to respond on his behalf.

A number of people in the community have written with a variety of questions. At the public meeting of June 8, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions which have been raised. We are currently gathering information to respond to your request. A response will be sent to you within the next several weeks.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

WEBSTROI. Low

CC: The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Martha A. Webster Page Two

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O



### Maryland Department of Transportation State Highway Administration

September 11, 1998

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

Ms. Nicole Wehn 16 Second Street Annapolis MD 21401

Dear Ms. Wehn:

Thank you for your recent letter regarding a sound barrier for the Greenwood Acres community adjacent to US 50 in Anne Arundel County. I appreciate your interest in this issue. I would like to take this opportunity to let you know how our sound barrier program applies to your community.

The Greenwood Acres community was part of a recent review to determine if it met the requirements for a sound barrier. The State's Sound Barrier Policy has two components, referred to as Type I and Type II. Type I sound barriers are considered in conjunction with new highway construction or the expansion of existing highways. When deciding where to build a barrier, an environmental analysis is performed during the highway planning phase, to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and, if so whether they can be reduced for a reasonable cost. Affected homes must predate the approval date of the highway improvements to be considered for this program. When the most recent improvements to US 50 were planned, the portion of Greenwood Acres that is unprotected did not exist and therefore was not considered under the Type I part of our program.

The Type II, or retrofit, program involves the construction of sound barriers for communities that predate the original highway. The intent of this program is to address areas of noise impact along highways that were built before environmental analysis became a part of the highway development process. To be eligible for consideration, a community must predate the highway, existing noise levels must equal or exceed the impact threshold, and an effective barrier must be able to be built for a reasonable cost. In addition, if these technical criteria are met, the County in which the community is located must have a local noise control ordinance to address noise impact upon new development and they must agree to fund 20% of the barrier cost before State funding is approved.

Unfortunately, since Greenwood Acres was built after the original construction of US 50 we cannot consider a Type II barrier. A copy of our Sound Barrier Policy and Community Resource Guide are enclosed for your information. Additionally, in 1994, a letter was sent to the Project Manager for Greenwood Acres, Mr. Gene Gogolinski, informing him that a sound barrier would not be constructed for this community. A copy of the letter sent to Mr. Gogolinski is enclosed for your information.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Ms. Nicole Wehn Page Two

Thank you again for your interest in the State's Sound Barrier Program. If you have any questions or need additional information, please do not hesitate to contact my Special Assistant, Ms. Natalie Hardy, who can be reached at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

#### Enclosures

cc: The Honorable Robert R. Neall, Senate of Maryland

The Honorable Robert C. Baldwin, Maryland House of Delegates

The Honorable Janet Greenip, Maryland House of Delegates

The Honorable Marsha G. Perry, Maryland House of Delegates

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Mr. Michael Cadogan, Anne Arundel County Office of Community Services

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Nicole Wehn Page Three

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services,

Maryland Department of Transportation

Mr. James D. Hade, Team Leader, Noise Abatement Team, State Highway

Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

OED Serial#: OED 49 Noise Customer #: 1664

Responding to letter dated: August 18, 1998 Saved: 09/09/98 2:04 PM by: James D. Hade N:\OED\NOISE\CORRESP\1998\WEHN01.DOC

# Homeowners of Greenwood Acres Annapolis, Maryland

August 18, 1998

Mr. Charles B. Adams
Director
Office of Environmental Design

Dear Mr. Adams:

On August 14, a member of the community association of Greenwood Acres spoke with Karen Cook, Legislative Assistant to Councilman Mulford, and was informed that Senator Bob Neall and County Executive John Gary have met with the Secretary of the Department of Transportation regarding the construction of noise abatement walls for the communities along U.S. Route 50. We are unaware, however, of any current plans at the present time for the completion of the wall in the community of Greenwood Acres. We would appreciate being added to the list of communities that are being considered for the funding of these barriers, if we are not included already.

Our community is located off of South Haven Road on the north side of Route 50. There is approximately 1/10 of a mile of open area from the beginning of the barrier to the end. This gap includes seven homes that directly back up to Rt. 50, none of which meet the county ordinance adopted in January of 1998 stating that a home must be 610 feet from Route 50. Including the houses that are across the street from these seven homes, the total homes affected by the noise make up nearly the entire first part of the community. Several homeowners in our community have spoken with and/or written letters to county officials and members of the State Highway Administration concerning this matter.

Anything that you can do to expedite the completion of the sound barrier in Greenwood Acres would be greatly appreciated. Any correspondence may be sent to: Nicole Wehn, 16 2<sup>nd</sup> Street, Annapolis, Md. 21401.

Sincerely,

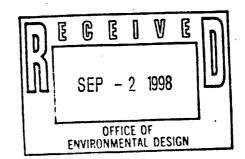
Homeowners and Taxpayers of Greenwood Acres

CC: Councilman William Mulford Senator Bob Neall County Executive John Gary David Winstead

115

August 28, 1998

Mr. Charles B. Adams Director Office of Environmental Design



Dear Mr. Adams,

On August 14th, a member of the community association of Greenwood Acres spoke with Karen Cook, Legislative Assistant to Councilman Mulford, and was informed that Senator Bob Neall and County Executive John Gary have met with the Secretary of the Department of Transportation regarding the construction f noise abatement walls for the communities along U.S. route 50. We are unaware, however, of any current plans for the completion of the wall in the community of Greenwood Acres. We would appreciate being added to the list of communities that are being considered for the funding of these barriers, if we are not already included.

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Anything that you can do to expedite the completion of the sound barrier in Greenwood Acres would be greatly appreciated. Any correspondence may be sent to: Nicole When, 16 2<sup>nd</sup> Street, Annapolis, MD 21401.

Sincerely.

11 2<sup>nd</sup> Street

Annapolis, MD 21401

(410) 266-6810

cc:

Councilman William Mulford

Senator Bob Neall

County Executive John Gary

David Winstead

NAME	ADDRESS
Micole & John Wehn	11. 2ND St. Apropolis MD. 214CI
Lisa Byle Gibson	18 2nd St. Annapolis MD 2401
Keyny & Suski Worst /	15 SECONDST. ANHERES Mr. EFFO
4 G Gran South	- 1000 preed Top CT
Elicia Conto + Nelsa Con	to 1802 Green Top Ct.
The free	1804 Green Top CX
	n 1808 Been 100 CL
The Jon BB	1809 Green Top (4)
3/0 / 6 DAVINE CUA	HU 1807 GLOEN TOP
111 Place to the	180/ Green las Court
100 c. 10 Hawking	11 Sand Street
1/16/m - + Contla	mas second St.
JAN	1906 GREEN 14p CT
A Parie & ene fenty	- 1706 Gran Top CT
Bilkar K. Mose	1803 GREEN TOP CT
Max More	1803 GREEN TOP CT.
Rao A Millan	17 Second Street
hed mitte	17 second stree
Granward	14 Second Street
Flexalush McShellney	10 Second Street
Catherine P. Firence	5 Second Street.
Put Abina Toxley	1805 Green Top Ct
John Tooley	1805 Freen Top Ct
Robert Christian	6 2th Annapolis ma.
Leanare S. Reiby	4 2ml st amafalle 21401
SIEVE & DEBRIE CHAS	E 13 SECOND ST ANNAPOLIS MOZIYOL
an I mack	- 19 Semal Charles M) 7 40
Jane Oryan Jenniter Doiron.	104 Yellow Twig La Hanapelis MO 740,
Ston B. Jan	107 YELLOWTWIG, LN PANNATOUS FILMYO
Carline Kondwell XV	capallon committee of the state
U	21401

Antonia Diento Naman 83 NATEST, MASS 1401	NAME	ADDRESS
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## Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor
David L. Winstead Secretary
Parker F. Williams Administrator

May 20, 1998

Ms. Leanore Reilly 4 Second Street Annapolis MD 21401

Dear Ms. Reilly:

This is written as a follow up to a recent telephone conversation between you and Ms. Natalie Hardy, my Special Assistant, regarding a sound barrier for the Greenwood Acres community adjacent to US 50 in Anne Arundel County. I'd like to take the opportunity to let you know how our sound barrier program applies to your community.

The Greenwood Acres community was part of a recent review to determine if it met the requirements for a sound barrier. The State sound barrier policy has two components, referred to as Type I and Type II. Type I sound barriers are considered in conjunction with new highway construction or the expansion of existing highways. When deciding where to build a barrier, an environmental analysis is performed during the highway planning phase, to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and, if so whether they can be reduced for a reasonable cost. Affected homes must predate the approval date of the highway improvements to be considered for this program. When the most recent improvements to US 50 were planned, the portion of Greenwood Acres that is unprotected did not exist and therefore cannot be considered under the Type I part of our program.

The Type II, or retrofit, program involves the construction of noise barriers for communities that predate the original highway. The intent of this program is to address areas of noise impact along highways that were built before environmental analysis became a part of the highway development process. To be eligible for consideration, a community must predate the highway, existing noise levels must equal or exceed the impact threshold, and an effective barrier must be able to be built for a reasonable cost. In addition, if these technical criteria are met, the County in which the community is located must have a local noise control ordinance to address noise impact upon new development and they must agree to fund 20% of the barrier cost before State funding is considered. A copy of our Community Resource Guide for sound barriers is enclosed for your information. Unfortunately, since Greenwood Acres was built after the original construction of US 50 we cannot consider a Type II barrier.

My telephone number is \_\_\_\_\_\_

Ms. Leanore Reilly Page Two

In 1994, a letter was sent to the Project Manager for Greenwood Acres, Mr. Gene Gogolinski, informing him that a sound barrier would not be constructed for this community. We will continue to keep your community in our files and if there are any future changes to our policy, we will reevaluate your community. Enclosed is a copy of the letter sent to Mr. Gogolinski and a copy of the State's Sound Barrier Policy.

Thank you again for your interest in the State's Sound Barrier Program. If you have any questions or need additional information, please do not hesitate to contact Ms. Hardy at 410-545-8616 or 1-800-446-5962

Sincerely

Charles B. Adams

Director

Office of Environmental Design

#### **Enclosures**

cc:

The Honorable Robert R. Neall, Senate of Maryland
The Honorable Robert C. Baldwin, Maryland House of Delegates
The Honorable Janet Greenip, Maryland House of Delegates
The Honorable Marsha G. Perry, Maryland House of Delegates
Ms. Natalie Hardy, Special Assistant to the Director, State Highway
Administration



### Maryland Department of Transportation State Highway Administration

June 24, 1998

Partis N. Glendening Governor David L. Winstead Secretary

Parker F. Williams Administrator

Mr. Steven Weitzman President Weitzman Studios, Inc. Creative Form Liners, Inc. 3413 Windom Road Brentwood MD 20912

Dear Mr. Weitzman:

This letter is to amend my June 12 letter to you about the Maryland State Highway Administration's (SHA) interest in pursuing alternative formliner designs for use on future sound barrier projects. SHA's intent is to contract your services for the development and fabrication of three designs, referred to as "The Forest," "Birds in Flight," and "The Bay With Sail Boats" (collectively the "Three Designs").

It is our further intent to have this work performed under an existing contract between SHA and JTE, Inc. for the construction of sound barriers on I-95 in Baltimore County, Maryland. Initiation of the effort to develop the "Three Designs" will be dependent upon the successful execution of a contract between Creative Form Liners, Inc. (CFL), Weitzman Studios (WSI) and JTE, Inc. and subsequent modification to JTE, Inc.'s contract with SHA.

As outlined in your March 27, 1998 letter to me, WSI will develop the original full scale artwork for each of the designs in their Brentwood Studio. After completion of the artwork for each design, WSI will produce one set of form liners for each of the Three Designs, for a total of 36 individual form liners. Additionally, a "Master Set" of form liners for all Three Designs will be made, at the sole expense of CFL.

#### Costs

Design Costs - SHA and CFL have agreed to a price of \$45.00 per square foot, for the creation of the models for each design to be used, irrespective of the number of Sets of Form Liners produced for each design. Therefore, the total cost for each design is \$63,360, or \$190,080 for the Three Designs, payable to CFL as follows: \$90,080 upon execution of the contract between JTE, Inc., CFL and WSI; and the final \$100,000 payable on the later of January 4, 1999 or the date by which the models for all three designs have been completed. ous &

410-545-8640 or toll free in Maryland 1-800-446-5962

My telephone number is .

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 Mr. Steven Weitzman Page Two

<u>Fabrication Costs</u> - SHA and WSI have agreed to a price of \$40.00 per square foot for the fabrication of the first Set of Form Liners for each design, or \$56,320 each, for a total cost of \$168,960. All subsequent form liners produced from the Three Designs during the 12 month period beginning with the date of this letter, will also cost \$168,960. These fabrication costs are to be paid to WSI in six (6) installments by JTE Inc., as follows: \$28,160 at the commencement of production of each set of from liners for each of the three designs; and \$28,160 at the time that JTE, Inc. is notified by WSI that each set of form liners for each of the three designs has been finished.

#### **Production Schedule**

The following production timetable commences once JTE, Inc. has entered into a mutually acceptable contract with CFL and WSI, including the terms set forth in this letter; and CFL and WSI have received the initial payments described above.

Day 1- Day 90	Prepare artwork (pattern) in studio for first design
Day 91 - Day 150	Prepare artwork (pattern) in studio for second design Fabrication of a <u>Set of Form Liners</u> ; and a <u>Master Set of Form Liners</u> for the first design
Day 151 - Day 210	Prepare artwork (pattern) in studio for third design Fabrication of a <u>Set of Form Liners</u> ; and a <u>Master Set of Form Liners</u> for the second design
Day 211 - Day 270	Fabrication of a <u>Set of Form Liners</u> ; and a <u>Master Set of Form Liners</u> for the third design

#### **Supervision Fees**

Although it is not anticipated that the Three Designs will be utilized on the JTE, Inc. project, SHA and CFL have agreed that CFL will supervise the installation of all sound barrier panels cast from a set of form liners created from one of CFL's designs and used in an SHA project. Pursuant to this agreement, CFL will be notified at least three (3) business days in advance of each installation. CFL will charge \$1.25 per square foot of form liner installed. Payments for supervision fees will be invoiced monthly by CFL.

Mr. Steven Weitzman Page Three

#### Transportation and Storage

The cost of transporting the set of form liners to storage after their completion and the cost of such storage shall be borne by SHA.

#### Design and Copyright

CFL shall, at all times, own each design concept submitted by CFL to SHA. In addition, CFL shall also own all Sets of Form Liners produced and fabricated by WSI from such designs. Since the copyright for each such design belongs to CFL, no reproductions of these designs may be made without the express written approval of CFL. The payments made by SHA to CFL and WSI for the design, production and fabrication of the Sets of Form Liners, entitles SHA to a prepaid license to utilize these Sets of Form Liners, as SHA deems appropriate, to cast form liners for installation on SHA highway projects at the fabrication costs above. The form liners that are cast from the Sets of Form Liners and installed on DOT highway projects shall be owned by the State of Maryland, or such other municipality designed by SHA.

I look forward to working with you on this innovative and exciting project. If you have any questions concerning the information in this letter, please let me know.

Was V. D

Charles B. Adams

Director

Sincerely

Office of Environmental Design

cc: Mr. Thomas Elmore, JTE, Inc.

Mr. Steven Weitzman Page Four

bcc: ∫Mr. James Hade



### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead
Secretary

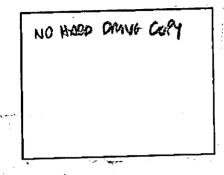
John D. Porcari
Deputy Secretary

January 22, 1998

Mr. Warren Weitzman 7107 Thomas Branch Drive Bethesda MD 20817

Dear Mr. Weitzman:

cc:



Thank you for your recent internet message regarding the status of a sound barrier for the Wildwood Hills community bordering the West Spur of I-270. I appreciate this opportunity to update you on the progress of our work on this issue.

Funding needs for highway projects for the period of 1998-2003 are now being finalized. This includes a range of needs from bridge repairs, safety and paving projects and sound barriers. Once these decisions are made, the projects will be included in the Department's Consolidated Transportation Plan (CTP). The Wildwood Hills area meets all of our eligibility requirements and we understand the support for this project from the community and your local and State elected representatives. Once a final decision has been made on new sound barrier funding, we will be back in contact with you.

Thank you again for your internet message and your continued support and patience as we work through the funding issue. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

) Winder

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #10076

Mr. Charlie K. Watkins, District 3 Engineer, State Highway Administration

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, State Highway Administration

SERIAL #10076 #OED1365

Drafted by: Philip Troll, OED/LAD/NAT -- January 12, 1998

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WELLSH DY WO



### Maryland Department of Transportation State Highway Administration

January 16, 1998

Parris N. Glendening Parris N. Glendening Pavid L. Winstead Secretary
Parker F. Williams

Administrator

Mr. Warren Weitzman 7107 Thomas Branch Drive Bethesda MD 20817

Dear Mr. Weitzman:

Thank you for your recent internet messages to Governor Glendening and Transportation Secretary Winstead regarding the status of a sound barrier for the Wildwood Hills community bordering the West Spur of I-270. The Governor and Secretary appreciate this opportunity to update you on the progress of our work on this issue, and they asked me to respond to you.

Funding needs for highway projects for the period of 1998-2003 are now being finalized. This includes a range of needs from bridge repairs, safety and paving projects and sound barriers. Once these decisions are made, the projects will be included in the Department's Consolidated Transportation Program (CTP). The Wildwood Hills area meets all of our eligibility requirements, and we understand the support for this project from the community and your local and State elected representatives. Once a final decision has been made on new sound barrier funding, we will be back in contact with you.

Thank you again for your internet messages and your continued support and patience as we work through the funding issue. The Governor and Secretary appreciate hearing from you and, on behalf of each of them, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

The Heaventh Powid I. Wiesterd, Secretary Metabolic Proceedings of the Proc

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

My telephone number is 410-545-0400

Mr. Warren Weitzman Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #7808 (formerly 10076)

Mr. Charlie K. Watkins, District 3 Engineer, State Highway Administration

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, State Highway Administration

#### **#OED1365**

Drafted by: Philip Troll, OED/LAD/NAT -- January 12, 1998

18 #1365

### Warren, 10:03 AM 1/7/98 -, Sound Barrier Request

X-Sender: doc@just.net

X-Mailer: QUALCOMM Windows Eudora Pro Version 3.0.5 (32)

Date: Wed, 07 Jan 1998 10:03:48 -0500

To: winstead@clark.net

From: Warren <warrengwarren.com> Subject: Sound Barrier Request

A 1998

SECRETARY DEPARTMENT OF TRANSPORTATION

Mr. Winstead:

I am a resident of Wildwood Hill Subdivision off the West Spur of I-270. My address is 7107 Thomas Branch Drive in Bethesda. It is my understanding that decisions are going to be made soon regarding the allocation of funds for the sound barriers in this area.

I would like to advocate for the barriers to go up in our small section of Bethesda for the following reasons:

We've been waiting for this for years.
 My home was here before 1-270 was constructed and we were

promised that the barriers would be up by now. 3. We seem to qualify under all the criteriasfor this decision. 4. Our community is seen as a retreat by our townhouse neighbors and those near Montgomery Mall. This would help everyone who might want to take a walk through our neighborhood.

I appraciate your consideration of this matter and hope you will find these reasons as valid and convincing,

Best Regards,

Warren Weitzman 7107 Thomas Branch Drive Bethesda, MD 20817

Warren

301.530.1111 warren.com

Please Prepare Response For Secretary's 

Signatura



# Maryland Department of Transportation

The Secretary's Office

139

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

NOT IN USTABAGE

August 11, 1998

Mr. Chris Westergard 141 Riverview Avenue Annapolis MD 21401

Dear Mr. Westergard:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for your community along US 50 between the Severn River Bridge and Rowe Boulevard. The Governor has received a number of letters on this issue and he appreciates your bringing this matter to his attention. He asked me to respond on his behalf.

Since Governor Glendening took office in 1995, this Administration has placed an increased emphasis on quality of life issues, such as sound barriers. In the past three years, we have developed a new Sound Barrier Policy that has made communities such as yours eligible to receive these much needed projects. To handle the increased number of eligible communities, we also have nearly tripled the budget for sound barriers. In 1995, \$22 million was earmarked for sound barriers, but since then, the Governor has increased that figure to \$60 million. Regrettably, the number of eligible communities still surpasses our ability to fund them as quickly as we would like.

With the enactment of a sound ordinance by Anne Arundel County and the 20 percent commitment to funding by County Executive Gary earlier this year, I was pleased to learn that your community now meets all the requirements to receive a sound barrier. Unfortunately, these last two actions taken by the County occurred after the Department of Transportation had submitted its budget to the General Assembly for the upcoming year.

WESTREPI. dr

Mr. Chris Westergard Page Two

Now that your community has met the eligibility requirements, let me assure you that your community's request for construction of a sound barrier will receive full consideration for inclusion in the Department's budget for next year. Your continued patience is greatly appreciated.

Thank you again for bringing this matter to my attention. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Chris Westergard Page Three

bcc: Mr. Paul D. Armstrong, District 5 Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #11918

Serial #: 11918

Drafted by: Mr. Philip Troll, OED/LAD/NAT – August 5, 1998 N:\OED\NOISE\CORRESP\1998\WESTRC01.doc

132

### Dear Governor Glendening;

### We Need Relief?

Please aid us in updating funds for noise barriers on Rte 50 in Annapolis from the Severn River Bridge to Rowe Blvd. Though approved in 1981, SHA has bypassed the Weems Creek Neighborhood while constructing noise walls around us. wenty-five years is too long to wait. elp us secure funds now.

everien the Asuspolis MO



Parris N. Glendening
Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

September 29, 1998

Ms. Nancy Westergard 141 Riverview Avenue Annapolis MD 21401

Dear Ms. Westergard:

Thank you for your recent postcard to Governor Glendening regarding construction funding for sound barriers for the Riverview and Lindamoor communities. The Governor asked me to respond on his behalf.

The Department of Transportation will be determining the availability of funding for design and construction of these sound barriers as we develop our Consolidated Transportation Program (CTP) for FY 1999-2004. This process has begun and, as we hold public meetings in each county from now through November to discuss transportation needs and priorities relative to the draft CTP, and as we clarify our financial situation, we will strongly consider funding these barriers.

Thank you again for your postcard. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable John C. Astle, Member, Senate of Maryland

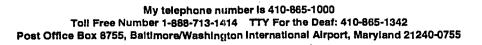
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates

The Honorable Michael E. Busch, Member, Maryland House of Delegates

The Honorable Virginia P. Clagett, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration



bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9452

Serial #: 9452

Drafted by: OED/LAD/NAT – September 23, 1998 N:\OED\NOISE\CORRESP\1998\WESTRN01.DOC

Dear Governor Glendening;

## We Need Relief!

Please aid us in updating funds for noise barriers on Rte 50 in Annapolis from the Severn River Bridge to Rowe Blvd. Though approved in 1981, SHA has bypassed the Weems Creek Neighborhood while constructing noise walls around us. Twenty-five years is too long to wait. Help us seeme funds now.

I am a registered voter

Riverview

My address is Annapolis,

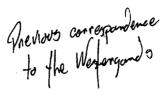
WD

21401



### Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening
Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

August 11, 1998

Ms. Nancy Westergard 141 Riverview Avenue Annapolis MD 21401

Dear Ms. Westergard:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for your community along US 50 between the Severn River Bridge and Rowe Boulevard. The Governor has received a number of letters on this issue and he appreciates your bringing this matter to his attention. He asked me to respond on his behalf.

Since Governor Glendening took office in 1995, this Administration has placed an increased emphasis on quality of life issues, such as sound barriers. In the past three years, we have developed a new Sound Barrier Policy that has made communities such as yours eligible to receive these much needed projects. To handle the increased number of eligible communities, we also have nearly tripled the budget for sound barriers. In 1995, \$22 million was earmarked for sound barriers, but since then, the Governor has increased that figure to \$60 million. Regrettably, the number of eligible communities still surpasses our ability to fund them as quickly as we would like.

With the enactment of a sound ordinance by Anne Arundel County and the 20 percent commitment to funding by County Executive Gary earlier this year, I was pleased to learn that your community now meets all the requirements to receive a sound barrier. Unfortunately, these last two actions taken by the County occurred after the Department of Transportation had submitted its budget to the General Assembly for the upcoming year.

Now that your community has met the eligibility requirements, let me assure you that your community's request for construction of a sound barrier will receive full consideration for inclusion in the Department's budget for next year. Your continued patience is greatly appreciated.

Thank you again for bringing this matter to my attention. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

8



# Maryland Department of Transportation The Secretary's Office

138

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

August 11, 1998

NOT IN DATABASE

Ms. Nancy Westergard 141 Riverview Avenue Annapolis MD 21401

Dear Ms. Westergard:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for your community along US 50 between the Severn River Bridge and Rowe Boulevard. The Governor has received a number of letters on this issue and he appreciates your bringing this matter to his attention. He asked me to respond on his behalf.

Since Governor Glendening took office in 1995, this Administration has placed an increased emphasis on quality of life issues, such as sound barriers. In the past three years, we have developed a new Sound Barrier Policy that has made communities such as yours eligible to receive these much needed projects. To handle the increased number of eligible communities, we also have nearly tripled the budget for sound barriers. In 1995, \$22 million was earmarked for sound barriers, but since then, the Governor has increased that figure to \$60 million. Regrettably, the number of eligible communities still surpasses our ability to fund them as quickly as we would like.

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WEITEN \$2.60

Ms. Nancy Westergard Page Two

Now that your community has met the eligibility requirements, let me assure you that your community's request for construction of a sound barrier will receive full consideration for inclusion in the Department's budget for next year. Your continued patience is greatly appreciated.

Thank you again for bringing this matter to my attention. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Nancy Westergard Page Three

bcc: Mr. Paul D. Armstrong, District 5 Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway

Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of

Transportation, Serial #11918

Serial #: 11918

Drafted by: Mr. Philip Troll, OED/LAD/NAT - August 5, 1998

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141

### Dear Governor Glendening;

### We Need Relief?

Please aid us in updating funds for noise barriers on Rte 50 in Annapolis from the Severn River Bridge to Rowe Blvd.

Though approved in 1981, SHA has bypassed the Weems Creek Neighborhood while constructing noise walls around us.

Twenty-five years is too long to wait.

July 1881 - 1882

I am a registered voter

141 Rivorview Ave

My address is
Annapolis, MD 21401



Parris N. Glendening
Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

July 20, 1998

Mr. Kent Wilkinson President, Sturbridge Homeowners Association, Inc. P.O. Box 813 Arnold MD 21012 NOT IN DATABASG

Dear Mr. Wilkinson:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Sturbridge Community along US 50. The Governor asked me to respond on his behalf.

The State's Sound Barrier Policy has two programs, referred to as Type I and Type II. The Type I program is considered in conjunction with new highway construction or the expansion of existing highways. When the State Highway Administration (SHA) is deciding where to build a barrier, an environmental analysis is performed during the highway planning phase to determine whether future noise levels will be equal to or exceed the impact threshold of 66 decibels, and if they do, whether they can be reduced for a reasonable cost. Affected homes must predate the approval date of the highway improvements to be considered for this program. The Final Environmental Impact Statement for US 50 was approved in April of 1981.

The Type II, or retrofit program, involves the construction of noise barriers for communities that predate the original highway. The intent of this program is to address areas of noise impact along highways that were built before environmental analysis became a part of the highway development process. For consideration under this program a community must meet the following criteria: it must predate the highway, existing noise levels must equal or exceed the impact threshold, it must be possible to build an effective barrier for a reasonable cost, the County must have a local noise control ordinance to address noise impact upon new development, and the County must agree to fund 20 percent of the barrier cost.

Your community was evaluated during in the 1981 Final Environmental Impact Statement for the US 50/301 improvements. The environmental impact study was conducted to assess potential noise impacts from the proposed highway improvements. At the time of this study not all of the homes in your community had been constructed. Therefore, the analysis was based on the homes already in existence at that time. The State uses the tax record date as the construction date of a home, unless the building permit data is produced showing an earlier date. The plat date is not used, nor is the date of residential zoning by the county.

Mr. Kent Wilkinson Page Two

Follow up noise measurements were taken in this area in response to continued citizens' requests. In retrospect, this may have raised the expectations of some residents that noise walls would be considered if noise levels had increased significantly. In reality, the determining criterion is the date of eligibility. Since the Sturbridge community fails to meet either the Type I or Type II criteria for date, it cannot be considered for sound barriers. I regret that I cannot give you a more positive response. I have enclosed a copy of our "Sound Barrier Brochure" which describes our noise policy in detail.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Kent Wilkinson Page Three

Mr. Paul D. Armstrong, District Engineer, State Highway Administration bcc:

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of **Transportation** 

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9208

#### **Serial #9208**

Drafted by: Philip Troll, OED/LAD/NAT - July 9, 1998, edited by Jim Hade, Natalie Hardy, Gene Miller, Dale Hilliard 7/14/98 N:\OED\NOISE\CORRESP\1998\WILKIN01.DOC

145

# Sturbridge Homeowner's Association P.O. Box 813 Arnold, Maryland 21012

June 19, 1998

Governor Parris Glendening State House Amapolis, Maryland 21401-1991

Dear Governor Glendering

I am writing this to you asking for relief from the increased traffic mise from Route SO.

As the President of the Board, I recently received a copy of the letter dated May 20, 1998 that David Winstead sent in response to Mr. Sebastiano's (who, by the way, is one of our board members) letter to you dated May 1, 1998. I am enclosing both letters for your convenience.

We are very disappointed in the posture the same of Maryland is taking in this matter, which is that our community must suffer with the increased noise. Well, there must be some way to assist us.

The land on which the Sturbridge community now stands was zoned residential at least a decade before the Route 50 expension was planted and approved. At that time, the state knew full well that there would be adverse affects to any community that was built here. The fact that the property wasn't yet developed does not relieve the state from taking responsibility to alleviate increases in traffic noise.

The highway department placed a noise-measuring duvice in the rear of the community before and after the roune 50 construction. The after measurement shows that there was an increase in noise level but now they say it has nothing to do with the recently completed expension of Route 50 at exit #27. We even asked that a dist mound be created with trees on top. We have been asking for help yet everyone, including you, has ignored our pleas. The Highway Department agrees that there is increased road noise from the expansion of Route 50 but they will not provide even reasonable noise relief.

Our community needs help. Now is the rime, while there is money in the treasury, to help the tax paying and voting citizens of Snubridge. In addition, federal highway money is being given to each state. We are asking again that you offer some noise relief. The recidence of Snubridge will not give up until relief is achieved.

Please pass this on to someone who can help us find a solution.

The hymeowners of Surbridge would greatly appreciate your assistance in alleviating the increased traffic moise :: o that we can enjoy the quality of life that our community enjoyed just 24 months ago.

Siece egly,

Kent Wildnson

President

Stuttridge Homeowners Association, Inc.

Cc: The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable John C. Assie, Member, Senate of Maryland

#### OGMD.API.corrgy, 12:43 PM 7/7/98 -, Gov. Corr. - Wilkinson - Lette

146

X-Mailer: Novell GroupWise 4.1

Date: Tue, 07 Jul 1998 12:43:59 -0400

From: "OGMD.API.corrgw" <corrgw@gov.state.md.us>

To: winstead@clark.net

Subject: Gov. Corr. - Wilkinson - Letter ID 61652

. \*\* High Priority \*\*

OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the mesponse, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 61652

Receive Date: 07/07/1998

01208

Letter Date: 06/19/1998 Deadline Date: 07/21/1998

Name: Mr. Kent Wilkinson

P.C. Box 813 Arnold, MD 21012

Subject: NOISE BARRIERS

Description: Requests noise barriers for neighborhood. (Sturbridge Homes, Armold)

Agency: MDOT

UNIT: DSI

Attachment Converted: "C:\EUDORA95\Attach\Letter291.pdf"

Attachment Converted: "C:\RUDORA95\Attach\Hesponse323.rtf"

Attachment Converted: "C:\EUDORA95\Attach\Envelope323.rtf"



# Maryland Department of Transportation The Sectorary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

May 20, 1998

Mr. and Mrs. Jim Sebastiano 1687 Sam Ryder Road Arnold MD 21012

Dear Mr. and Mrs. Sebastiano:

Thank you for your recent letter to Governor Glendening regarding your concern over the impact of traffic noise on the Sturbridge community adjacent to US 50. The Governor asked me to respond on his behalf.

Thank you also for sharing your research regarding the zoning for the Sturbridge community. Unfortunately, the zoning date of a community is not one of the criteria that is considered in determining the community's eligibility for a sound barrier. Rather, the date of the construction of the homes is the operative factor. In short, to qualify for a retrofit barrier under the State's Sound Barrier Program, a community must predate the highway and experience noise levels which equal or exceed the impact threshold of 66 decibels, and the cost of providing an effective barrier must be less than \$50,000 per benefited residence.

Our research indicates the Sturbridge community was developed after the most recent improvements to US 50 were planned and approved. The Environmental Impact Statement (EIS) for the improvements to US 50 in the vicinity of your community was approved and adopted in 1981. The approval of the plats for this community occurred between 1985 and 1990. Our records indicate the majority of homes in the sections of the Sturbridge community closest to US 50 were constructed between 1992 and 1994. As a result, the Sturbridge community does not meet the date criterion and is ineligible for a State funded barrier.

Our past monitoring efforts in this area were in response to citizens' appeals for technical assistance. The State Highway Administration (SHA) collected noise-level data in response to this appeal, as well as for future reference. I am surry you felt misled, and I have called your concern to the attention of the SHA staff who work with the various communities on sound barrier issues.

148

Mr. and Mrs. Jim Sebastiano Page Two

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Lelegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

1687 Sam Ryder Road Arnold, Maryland 21012 May 1, 1998

Governor Partis Glendening State House Annapolis, Maryland 21401-1991

Dear Governor Glendening:

We have a problem for which we need your assistance.

Our family resides in Anne Arundel County in the community of Sturbridge. Roughly two years ago, we attended a meeting for the purpose of discussing the Route 50 expansion with representatives of the Maryland State Highway Administration.

At the meeting we were provided with the details of the construction along with the potential affects it would have on our community. Since our home boarders Route 50, we were already experiencing obtrusive levels of noise from the highway. Therefore we would be the most adversely impacted and obviously were most interested in their report.

From the onset, we made certain that representatives from the Highway Administration were made keenly aware that we already were victims of sound pollution and that we felt the new traffic patterns created by the construction would only increase the noise level. Our rationale was, and remains to this day, that prior to construction the lane closest to our lot had been used only for exiting traffic on to Route 2. The majority of traffic on Route 50 used the two through lanes farthest from our property. The new traffic patterns created by the construction now encourages vehicles, particularly slow moving trucks, to use the right lane closest to our home which formerly was used by a small percentage of the total traffic on Route 50.

In spite of bringing this to their attention at that first meeting, we were disappointed to discover that the Highway Administration had no intention of installing a sound wall for our community. Nevertheless, we were encouraged by their initial desire to investigate our problem. Subsequently two studies were conducted to monitor the decibel levels on our home. One was completed prior to the new construction and one after. The two tests confirmed the fact that between 5:00 a.m. until about 8:00 p.m. the noise level is above the impact threshold. In fact, the second test proved that the noise level did increase significantly and is well above the impact threshold as a result of opening the third lane.

Since the initial meeting and the completion of construction, the noise level is even more unbearable. Pictures, lighting fixtures and windows constantly vibrate from the noise. When traffic becomes bottlenecked behind our house, we are victims of the homible noise

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from the trucks down shifting. And on a daily basis, we are faced with the obtrusive noise created by trucks without adequate mufflers and gunning engines of motorcycles.

We feel that we have being placated by the Highway Administration with their promises of reviewing our plight. We feel that they never had any intention of helping us in spite of the fact that our development was zoned residential roughly ten vears prior to the decision and approval to expand Route 50. This is why we are appealing to you. We are hoping that you can provide us with the desperately needed assistance and some definite answers to remedy this situation.

We would be happy to meet with you to discuss this situation further and look forward to hearing from you.

Sincerely,

Jim & Georgia Sebastiano



## Maryland Department of Transportation State Highway Administration

151

Parris N. Glendening

David L. Winstead Secretary

Parker F. Williams Administrator

November 17, 1998

Mr. Earl Williams 807 Biddle Road Glen Burnie MD 21060

Dear Mr. Williams:

This is a follow up to your telephone conversation with Mr. James D. Hade of my office regarding a sound barrier evaluation for the Glen Gardens community adjacent to MD 10. I would like to update you on the status of this information.

We are finalizing our analysis to determine if this area meets the requirements for a sound barrier. It has taken us longer than we originally anticipated to complete this work and we now expect to have the results of our analysis by the end of December. Once a determination has been made, we will contact you with the results. You may expect to hear from us before the middle of January.

Thank you for your patience while we continue to conduct our investigation. If you should have any other questions on this matter, please do not hesitate to contact Mr. Hade, State Highway Administrations's Noise Abatement Team Leader, who may be reached at (410) 545-8599 or 1-800-446-5962.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
The Honorable Philip C. Jimeno, Member, Senate of Maryland
The Honorable John R. Leopold, Member, Maryland House of Delegates
The Honorable, Victoria L. Schade, Member, Maryland House of Delegates
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_\_

Mr. Earl Williams
Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland

Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

October Interim / Follow up
Response prepared 11/13/98 by Philip Troll SHA/OED/NAT
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## Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary

Parker F. Williams Administrator

November 18, 1998

Mr. Jim Wolfe 915 Rose Anne Road Glen Burnie MD 21060

Dear Mr. Wolfe:

This is a follow up to my telephone conversation with you this Spring, regarding a sound barrier evaluation for the Acreslee community adjacent to MD 10. I would like to update you on the status of this information.

We are finalizing our analysis to determine if your area meets the requirements for a sound barrier. It has taken us longer than we originally anticipated to complete this work and we now expect to have the results of our analysis by the end of December. Once a determination has been made, we will contact you with the results. You may expect to hear from us before the middle of January.

Thank you for your patience while we continue to conduct our investigation. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade, the State Highway Administration's Noise Abatement Team Leader, who may be reached at (410) 545-8599 or 1-800-446-5962.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
The Honorable Philip C. Jimeno, Member, Senate of Maryland
The Honorable John R. Leopold, Member, Maryland House of Delegates
The Honorable, Victoria L. Schade, Member, Maryland House of Delegates
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_

Mr. Jim Wolfe Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland

Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

October Interim / Follow up
Response prepared 11/17/98 by Philip Troll SHA/OED/NAT
N:\OED\NOISE\CORRESP\1998\WOLFE01.DOC

From:

Philip Troll

To:

SHAXFER.GATESMTP."buylow@qis.net"

Date:

2/26/98 3:25pm

Subject:

ACRESLEE IMPROVEMENT ASSOCIATION, MR. JIM WOLFE -- MD10 --

UPDATE

Afternoon Jim,

Here is an update concerning the planned noise analysis in your area. The analysis will be performed by the firm of Whitman, Requardt and Associates (WRA). The gentleman that will be acting as a point of contact and overseeing WRA's activities is Mr. Craig Huntley. He will be in touch with you in the next week or so to discuss and schedule the analysis.

Craig can be reached by telephone at 410-235-3450 or by E-Mail at wracivl@aol.com. Feel free to drop him a line.

Likewise, as is always the case, never hesitate to fire off a message to me if you have any questions or comments that I might be able to help you with.

Philip Troll State Highway Administration

CC:

INTERNET:aol.com:wraciv1, KPolcak



## Maryland Department of Transportation State Highway Administration

October 21, 1998

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

Mr. Brent Woodhouse 12 Cherbourg Drive Newport New VA 23606

Dear Mr. Woodhouse:



Thank your for your recent Internet request for information relating to sound barriers. A copy of the United States Department of Transportation, Federal Highway Administration, Title 23, Code of Federal Regulations, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise is enclosed for your information. I have also enclosed a Highway Traffic Noise brochure from the Federal Highway Administration in addition to the following fact sheets:

- ♦ Basic Elements Of A Highway Traffic Noise Analysis
- ♦ Vegetation And Highway Noise
- ♦ Atmospheric / Weather Conditions And Environmental Noise Measurements
- ♦ The Effects Of Traffic Volume Changes On Noise Levels
- ♦ Common Indoor And Outdoor Noise Levels

Thank you again for your interest in the State of Maryland's Sound Barrier Program. I hope that the E-Mail addresses in Canada and Sweden proved to be of some use to you. If you should need any additional information, please do not hesitate to contact me or Mr. James Hade, the Maryland State Highway Administration's Team Leader for Noise Abatement, who may be reached at 410-545-8599 or 1-800-446-5962.

Sincerely,

Philip Troll

Noise Abatement Team

Enclosure

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_\_

Mr. Brent Woodhouse Page Two

bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

OEDNAT: #NA

Drafted by: Philip Troll, OED/LAD/NAT - October 21, 1998

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From:

Philip Troll

To:

SHAXFER.GATESMTP."m45ryan@worldnet.att.net"

Date:

October 16, 1998 (Friday) 3:54pm

Subject:

Science Project Information - Reply

Good afternoon Mr. Woodhouse,

I just received your E-Mail message requesting information concerning sound barriers. I would be happy to compile a packet of information regarding sound barriers and the effectiveness of screening with trees as a form of a sound barrier.

Another valuable site you may want to visit is the Home page for the United States Department of Transportation (USDOT). Through the USDOT Home Page you will be able to connect with other State's Departments of Transportation (DOT) to inquire after their sound barrier programs.

The USDOT Home Page can be reached at: http://www.dot.gov

To give a different perspective to this issue, there are two other points of contact which could prove to be very helpful.

For the Canadian perspective: Chris T. Blaney Ontario Ministry of Transportation Environmental Section, Central Region Blaney@MTO.GOV.ON.CA

For the European perspective: Ulf Sandberg Swedish Road and Transport Research Institute ulf.sandberg@vti.se

I hope that these are of some help to you. I'll have the packet of information in the mail soon and you should be receiving it shortly. Until then, should you have any other questions, or if I can be of any further assistance don't hesitate to send me another E-Mail message.

Philip Troll
Noise Abatement Team
Office of Environmental Design
Maryland State Highway Administration
ptroll@sha.state.md.us

>>> Mykal Ryan <m45ryan@worldnet.att.net> Fri, 16 October 1998 >>>

Ηi,

my name is Brent Woodhouse. I am doing a science project about the sound barriers along the highways. Right now now i am gathering information. I am comparing sound barriers to trees to see whats better and where. If you could send me a packet of information by e-mail or

From:

Mykal Ryan <m45ryan@worldnet.att.net>

To:

MDSHAHQ.SHADGN(Barrier)

Date:

October 16, 1998 (Friday) 2:23pm

Subject:

Science Project Information

Ηi,

my name is Brent Woodhouse. I am doing a science project about the sound barriers along the highways. Right now now i am gathering information. I am comparing sound barriers to trees to see whats better and where. If you could send me a packet of information by e-mail or just mail. My e-mail adress is <m45ryan@worldnet.att.net> and my mailing adress is Brent Woodhouse
12 Cherbourg Dr.
Newport News, VA 23606

Thanks a lot.

Brent Woodhouse



# Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

January 7, 1998

Ms. Linda Woodside 7012 Rainswood Court Bethesda MD 20817

Dear Ms. Woodside:

Thank you for your recent letters to Governor Glendening, Transportation Secretary Winstead and me regarding a sound barrier on the inner loop of I-495, from Bradley Boulevard to Greentree Road. The Governor and Secretary asked me to respond on their behalves.

Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department's Consolidated Transportation Program (CTP). This document includes planned improvements over a six year period and is finalized each January. The 1998-2003 CTP is in the final stage of preparation, and we have noted your request that a sound barrier be funded for your community. The needs of your area, together with our overall transportation needs and the availability of funds, will be considered as funding decisions for the final CTP are made.

Your letter expressed concern about a "gap" between Greentree Road and the end of the sound barrier for the Longwood area. The final end points of the Longwood barrier have not been determined. This determination will be made when the State Highway Administration (SHA) draws up detailed designs for that barrier to protect homes which are eligible under the provisions of our noise policy. A copy of a brochure that provides more information about the policy is enclosed.

Again, thank you for your letter. We appreciate hearing from you, and on the Governor's and Secretary's behalves, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

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Parker F. Williams

Administrator

Enclosure

Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

The Honorable David L. Winstead, Secretary, Maryland Department of

Transportation

(410) 545-0400

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 Ms. Linda Woodside Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- December 17, 1997

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COVERNOR'S OFFICE

December 10, 1997

The Honorable Parris N. Glenndering
Governor
State House
100 State Cycle
Annapolis, Maryland 21401

Re: Noise Barriers West of Fernwood on the Inner Loop of I-495

### Dear Governor Glenndening:

I have been a very active supporter of yours for a number of years, and in that capacity, and as a very concerned citizen, I am writing to protest a decision of which I recently became aware, and which has an immediate adverse impact on me and my neighbors. I have been advised that the State of Maryland has not approved fluids to build a noise barrier along the inner loop of I-495 east of the I-270 spur and west of Greenree Road. The stated reason for creating this "gap" is that the homes on Rainswood Court were it this subsequent to the construction of I-495. My neighbors and I are very upset and concerned by this decision, which we believe is both arbitrary and, ironically, calculated to increase the traise in this long-established neighborhood.

It is my understanding that funds have been allocated for noise barriers only in those areas where homes were contiguous to the Beltway prior to the Beltway's construction. While I understand the reason for such a decision, in the case of Rainswood Court, such a decision overlooks the fact that Rainswood Court is directly contiguous to other homes on Greentree Rd., Armat Dr. and Newbold Dr. that antedate the construction of I-495. In fact, a noise barrier has been constructed at the end of Armat Drive precisely because the newer homes at the end of that street are directly configuous to other homes that are more than 30 years old. My and my neighbors' homes on Rainswood Court are precisely in the same circumstance. They are directly configuous to homes that are more than 30 years old on Greentree Rd., which runs across I-495. There is no meaningful distinction between the situation at Armat Drive and Rainswood Court, and, therefore, a decision not to construct a noise I arrier along this 500 feet west of Greentree is both arbitrary and capricious. I know from your record that you have spent the better part of your career opposing such arbitrary and capricious decisionmaking by local and state governments, and I am hopeful that you will find such a result as unacceptable as do I and my neighbors here.

The Honorable Parris N. Glenndening December 10, 1997 Page Two

Secondly, a decision not to erect a noise barrier to the west of Greentree Road has the direct effect of creating a "gap" through which additional noise will be generated by the erection of a noise barrier on the north side of the Beltway and by the erection of barriers on either side of Rainswood Court. Our street effectively becomes the only corridor in the area not afforded the protection of a noise barrier, and noise will bounce off the other barriers directly through the "gap". Thus, the State, intentionally or not, by its present action will significantly worsen the noise situation in our area.

I purchased land and built my home on Rainswood Court in 1986 with the understanding that a barrier would eventually be erected and greatly reduce highway noise in the neighborhood. I have been denied backyard use and even denied the opportunity to open windows on spring and summer nights due to the heavy traffic on the spur. My home recently was listed with a realtor, and the buyers for a home in my price range continuously ask if and when a barrier will be constructed. Therefore, this decision could not happen at a worse time for me.

I know how busy you are with many important matters, but I am respectfully requesting on behalf of my neighbors and myself that you please turn your attention to this most important matter as soon as possible, and reverse this arbitrary and capricious decision which will have an immediate adverse impact on the right of Maryland residents to the quiet enjoyment of their property.

Sincerely.

Linda Woodside
7012 Rainswood Court

Bethesda, Maryland 20817

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Secretary David L. Winstead, Maryland Defarment of Transportation
Mr. Parker F. Williams, Administrator, Some Highway Administration
Mr. Charles Adams, Director, Office of Environmental Design SHA
Secretor Brian E. Frosh, 16th District Delegation
Delegate Gilbert J. Genn, 16th District Delegation
Delegate Marilyn Goldwater, 16th District Delegation
Delegate Nancy K. Kopp, 16th District Delegation
Members, Noise Barrier Committee, BBCA
Ma. Eileen Pierce, President, BBCA

LANDSCAPE ARCHITECTURE DIVISION

December 10, 1997

The Honorable Parris N. Glenndening Governor State House 100 State Circle Annapolis, Maryland 21401

Re: Noise Barriers West of Fernwood on the Inner Loop of I-495

Dear Governor Glenndening:

I have been a very active supporter of yours for a number of years, and in that capacity, and as a very concerned citizen, I am writing to protest a decision of which I recently became aware, and which has an immediate adverse impact on me and my neighbors. I have been advised that the State of Maryland has not approved funds to build a noise barrier along the inner loop of I-495 east of the I-270 spur and west of Greentree Road. The stated reason for creating this "gap" is that the homes on Rainswood Court were built subsequent to the construction of I-495. My neighbors and I are very upset and concerned by this decision, which we believe is both arbitrary and, ironically, calculated to *increase* the noise in this long-established neighborhood.

It is my understanding that funds have been allocated for noise barriers only in those areas where homes were contiguous to the Beltway prior to the Beltway's construction. While I understand the reason for such a decision, in the case of Rainswood Court, such a decision overlooks the fact that Rainswood Court is directly contiguous to other homes on Greentree Rd., Armat Dr. and Newbold Dr. that antedate the construction of I-495. In fact, a noise barrier has been constructed at the end of Armat Drive precisely because the newer homes at the end of that street are directly contiguous to other homes that are more than 30 years old. My and my neighbors' homes on Rainswood Court are precisely in the same circumstance. They are directly contiguous to homes that are more than 30 years old on Greentree Rd., which runs across I-495. There is no meaningful distinction between the situation at Armat Drive and Rainswood Court, and, therefore, a decision not to construct a noise barrier along this 500 feet west of Greentree is both arbitrary and capricious. I know from your record that you have spent the better part of your career opposing such arbitrary and capricious decisionmaking by local and state governments, and I am hopeful that you will find such a result as unacceptable as do I and my neighbors here.

165

The Honorable Parris N-Glenndening
December 10, 1997
Page Two

Secondly, a decision not to erect a noise barrier to the west of Greentree Road has the direct effect of creating a "gap" through which additional noise will be generated by the erection of a noise barrier on the north side of the Beltway and by the erection of barriers on either side of Rainswood Court. Our street effectively becomes the only corridor in the area not afforded the protection of a noise barrier, and noise will bounce off the other barriers directly through the "gap". Thus, the State, intentionally or not, by its present action will significantly worsen the noise situation in our area.

I purchased land and built my home on Rainswood Court in 1986 with the understanding that a barrier would eventually be erected and greatly reduce highway noise in the neighborhood. I have been denied backyard use and even denied the opportunity to open windows on spring and summer nights due to the heavy traffic on the spur. My home recently was listed with a realtor, and the buyers for a home in my price range continuously ask if and when a barrier will be constructed. Therefore, this decision could not happen at a worse time for me.

I know how busy you are with many important matters, but I am respectfully requesting on behalf of my neighbors and myself that you please turn your attention to this most important matter as soon as possible, and reverse this arbitrary and capricious decision which will have an immediate adverse impact on the right of Maryland residents to the quiet enjoyment of their property.

Sincerely,

Linda Woodside

7012 Rainswood Court

Bethesda, Maryland 20817

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Secretary David L. Winstead, Maryland Department of Transportation Mr. Parker F. Williams, Administrator, State Highway Administration Mr. Charles Adams, Director, Office of Environmental Design SHA Senator Brian E. Frosh, 16th District Delegation Delegate Gilbert J. Genn, 16th District Delegation Delegate Marilyn Goldwater, 16th District Delegation Delegate Nancy K. Kopp, 16th District Delegation Members, Noise Barrier Committee, BBCA Ms. Eileen Pierce, President, BBCA



Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

August 24, 1998

Mr. Paul E. Woodward 810 Janice Drive Annapolis MD 21403-2802

Dear Mr. Woodward:

Thank you for your recent letter to Governor Glendening regarding removal of trees for the construction of a sound barrier along US 50. The Governor and I appreciate your concern, and he asked me to respond on his behalf.

The Department of Transportation and the State Highway Administration (SHA) strive to preserve and enhance the forested areas located within our State highway rights of way. When it is necessary to improve or expand existing highways, we emphasize removal of only that vegetation that is required for the work being undertaken. Unfortunately, we are not always able to preserve all of the existing trees. I must note, however, that all opportunities are explored to reforest the open areas along the highway after construction, though visual benefits are not realized for a number of years.

When we build a sound barrier, we make every effort to keep as much of the existing tree cover as we can. Because it was necessary to remove trees for the US 50 barrier, that project includes additional landscaping so a vegetative cover can be reestablished. I have asked the State Highway Administration to make sure that the construction you referred to on US 50 was done in compliance with the design and that more trees were not removed than we had planned.

You expressed your preference for a natural sound barrier of trees. While I appreciate your suggestion, the fact is that even a significant depth of very dense trees--100 feet or more-would not nearly provide the level of noise reduction that a barrier can.

#395

Mr. Paul E. Woodward Page Two

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip C. Bissett, Member, Maryland House of Delegates

The Honorable Michael E. Busch, Member, Maryland House of Delegates

The Honorable Virginia C. Clagett, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Paul E. Woodward Page Three

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #9339

Serial #: 9339

OED Serial#: None

Noise Customer #: 375

Responding to letter dated: August 14<sup>th</sup>, 1998 Saved: 08/18/98 3:57 PM by: James D. Hade

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Mr. Paul E. Woodward 810 Janice Drive Annapolis, MD 21403-2802

Dear Mr. Woodward:

Thank you for your recent letter to Governor Glendening regarding sound barriers and forestation along US 50. I appreciate your concern over the scenic beauty of our highways. The Governor asked me to respond on his behalf.

The State Highway Administration (SHA) strives to maintain attractive landscapes along Maryland's highways. Every opportunity is dedicated to reclaiming the open area along the highway for reforestation projects. Reforestation efforts take a number of years before the visual benefits are realized but everything is being done to make the States roadsides more attractive. Also, we look to offer protection for residents, who through no fault of their own, are exposed to highway traffic noise. When communities are impacted by highway noise, natural alternatives are considered first such as planting trees and building earth berms. The Federal Highway Administration indicates that it takes a 200 feet of mature evergreen vegetation to cut highway noise in half, which is the goal established in our policy. Most communities for which noise abatement is committed do not have 200 feet of buffer space between themselves and the highway. If they did have that much space that could be donated to such a buffer, it would take fifteen to twenty years to be effective. Earth berms, on the other hand, must be two to three times as wide as they are tall and therefore requires a lot of land. In many areas this would also cause the destruction of more trees than would a concrete barrier

The Reforestation Law, Natural Resources Article 5-103, was enacted in 1988 to support the 'no net loss' policy regarding forest cover in the State. This law requires that any highway construction project using public funds must replace impacts to forested areas on an acre for acre basis. SHA strives to limit impacts to forests whenever possible by initiating efforts to landscape the walls in order to lessen their visibility.

Mr. Paul E. Woodward Page Two



Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

cc: The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip C. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia C. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Paul E. Woodward Page Three

bcc: Mr. Paul D. Armstrong, District 5 Engineer, State Highway Administration Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration
Mr. Frie G. Madden, Assistant to the Department of Manual Property of the Propert

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #9339

Serial #: 9339 OED Serial#: None Mr. Paul É. Woodward 810 Janice Drive Annapolis, MD 21403-2802

Dear Mr. Woodward:

Thank you for your recent letter to Governor Glendening regarding sound barriers and highway beautification along US 50. The Governor asked me to respond on his behalf.

I appreciate your concern over the scenic beauty of our highways. We strive wherever possible to maintain the attractive views from the highways to the attractive landscapes in Maryland. We also look to offer protection of the residences who, through no fault of their own, are exposed to high levels of highway traffic noise.

When communities are impacted by highway noise a simple buffer of trees is usually too little to offer reasonable noise protection. When noise abatement is called for, we always look for natural alternatives first before considering the construction of a concrete barrier. The basic premise in the design of the abatement of noise is to physically block the view of the source of the noise with enough mass to reflect or absorb the noise. The Federal Highway Administration suggests that it takes a 200' wide buffer of densely planted mature evergreen vegetation to cut highway noise in half, which is the goal established in our policy. Most communities for which noise abatement is committed to do not have 200 feet of unused buffer space between themselves and the highway. If they did have that much space that could be donated to such a buffer, it would take fifteen to twenty years to effect noise mitigation which would not be an acceptable solution to anyone impacted by highway noise.

We do look for every opportunity to construct an earth berm on which naturalized plantings can be placed. Like the concrete barriers, berms are required to be high enough to block the view of the traffic. Berms must be two to three times as wide as they are tall and therefore require a lot of valuable real estate to be constructed. In many areas this would also cause the destruction of more trees than would a concrete barrier. If berms cannot be built we then move to consider the construction of concrete noise barriers.

Lastly we are making a very serious effort to landscape the walls to lessen their visibility and to blend them into the surrounding landscape. We also look for opportunities to reclaim the remaining open areas between the highway and the right of way for reforestation projects. Reforestation efforts take a number of years before the visual benefits are realized but we are doing everything in our power to make the States roadsides more attractive.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

The Honorable John C. Astle, Member, Senate of Maryland cc:

The Honorable Phillip C. Bissett, Member, Maryland House of Delegates The Honorable Michael E. Busch, Member, Maryland House of Delegates The Honorable Virginia C. Clagett, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Paul E. Woodward Page Three

Mr. Paul D. Armstrong, District 5 Engineer, State Highway Administration bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #9339

Serial #: 9339 OED Serial#: None Noise Customer #: 375

Responding to letter dated: August 14th, 1998 Saved: 08/18/98 3:57 PM by: James D. Hade F:\CORRESP\1998\DRAFTS\WOOD9339.doc

173

810 Janice Drive Annapolis 21403 August 14, 1998

The Honorable Parris Glendening, Governor The State House Annapolis

Dear Governor Glendening:

For some time now. I have been concerned about the seemingly unsatiable urge of the Highway Department to surround our highways with these "sound barriers." I'd have to say that the Department never found a clump of trees that it liked.

A case in point is the work in progress along Route 50, on the left side on route toward the Capitol Beltway, near the intersection with the Beltway. This work has been going on for quite some time; I don't travel this route all that often, and was surprised recently to find that what I had thought might be a fairly "local" project, has now become a two and a half mile row of these unsightly barriers!

I am aware of the supposed constraints under which this work is authorized, and believe these are being waived or ignored considering the small forest of trees immediately behind the construction, trees which provide a natural sound barrier to any existing or proposed housing in the area. My moint is that (in my opinion) closer supervision may be called for, directed at our Secretary of Transportation to make certain that the regulations are being enforced without favor. And, whether the funds involved derive from local taxes or Federal taxes, they are not to be treated in a cavalier fashion.

Very truly yours,

Paul E. Woodward

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English Go! Paul E & Janet Woodward

810 Janice Dr Annapolis, MD 21403-2802 (410)268-5687

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Ja rolled 8/18/98

Primary roncernis that he would rather see trees used as barriers as the barriers we byld are prexenting the view of adjacent twees.



# Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

January 8, 1998

Ms. Michelle Wung Mr. Michael Wung 7228 Armat Drive Bethesda MD 20817

Dear Ms. Wung and Mr. Wung:

Thank you for your recent letter concerning the eligibility of your community for sound barriers on I-495, East of the I-270 Spur. I appreciate the opportunity to provide you with additional information on the timing of construction of these barriers.

Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department's Consolidated Transportation Plan (CTP). This document includes planned improvements over a six-year period and is finalized each January. The next update of the CTP for the years 1998-2003 is in the final stage of preparation. The funding needs for new sound barriers are being evaluated as the CTP is completed. Please be assured that we are aware of your interest and desire for the early funding of a sound barrier for the Longwood community. This, together with our overall transportation needs and the availability of funds will be considered as funding decisions for the final CTP are made.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, Director, Environmental Design, State Highway Administration, who can be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

MUNKAISSA

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Ms. Michelle Wung Mr. Michael Wung Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 21, 1997

**SERIAL: #9928** 

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XYZ



# Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

February 9, 1998

Ms. Sara Yassin 9008 Quintana Drive Bethesda MD 20817

Dear Ms. Yassin:

This letter is sent to update you on your request for a sound barrier for the Burning Tree Estates area along I-495 between Bradley Boulevard and River Road. I appreciate your patience while we considered this community's request for noise abatement.

You will be pleased to know we have determined that the Burning Tree community does meet the requirements for a sound barrier. Although funding for design and construction has not yet been identified, we are looking at the funding needs for this barrier and will keep you informed of our progress.

Several construction feasibility issues also need to be resolved. In one location, the homes are approximately 50 feet above the Beltway, and it is questionable whether they can be protected. A stream runs parallel to the Beltway along another portion of the area, and there are associated floodplain issues that will need to be addressed. Further engineering is required to resolve these technical issues, and I have asked State Highway Administration (SĤA) staff to provide you with the results once a determination has been made.

Thank you again for your interest in the State's sound barrier program and your support for a barrier for the Burning Tree community. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

and L. Winsterl

Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway cc: Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Ms. Sara Yassin Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT (Serial No. 10821 also)

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT – February 3, 1998 Revised: JD Hade 2/4/98 N:\OED\NOISE\CORRESP\1998\YASSIN02.doc

180 #1394 -7

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

January 27, 1998

Ms. Sara Yassin 9008 Quintana Drive Bethesda MD 20817

Dear Ms. Yassin:

Thank you for your recent letter to Transportation Secretary Winstead regarding a sound barrier along I-495 for the Burning Tree Estates area. The Secretary shares your concerns over highway noise and asked me to update you on the status of the request for a sound barrier for your area.

The State Highway Administration (SHA) is finalizing a comprehensive review of the section of the beltway between Bradley Boulevard and River Road to determine if the area meets the requirements for a sound barrier based upon our revised noise policy. We expect to have the results of our reanalysis soon and, once a determination has been made, we will contact you with the results. A copy of a brochure about our sound barrier policy is enclosed for your information.

Thank you again for your letter. The Secretary appreciates hearing from you and, on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter in the meantime, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

Enclosure

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA

The Honorable David L. Winstead, Secretary, Maryland Department of

Transportation

410-545-8640 or toll free in Maryland 1-800-446-5962

Exaleth L. Home, Deputy

My telephone number is \_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Ms. Sara Yassin Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10179

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charlie K. Watkins, District Engineer, SHA

SERIAL: #10179 OEDNAT: #1394

Drafted by: Philip Troll, OED/LAD/NAT -- January 23, 1998

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187 #1394

Sara Yassin 9008 Quintana Drive Bethesda, MD 20817 301.365.7017 RECEIVED

JAN 20 1998

10/ 14

SECRETARY DEPARTMENT
OF TRANSPORTATION

16 January 1998

Secretary David Winstead
Maryland Department of Transportation
PO Box 8755
BWI Airport, MD 21240-0755

10000 Propero Bostomes Por Secretary. I

Dear Secretary Winstead:

I am writing to you today in hopes that you will do everything in your power to approve the construction of sound barriers for the outer loop of I-495 between Bradley Blvd, and River Road. I am aware of the relentess Beltway noises on a daily basis. Please help us get relief, push the sound barriers! We will be eternally grateful.

Thank you for your time and consideration.

Sincerely,

Sara Yassin



### Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

December 22, 1998

Mrs. Elizabeth Young 311 Columbus Road Glen Burnie MD 21061

Dear Mrs. Young:

This letter is a follow-up to my October 14 letter to you regarding a sound barrier evaluation for the Brooklyn Terrace community along MD 10. I would like to update you on the status of this evaluation.

We are finalizing our analysis to determine if this area meets the requirements for a sound barrier. It has taken us longer than we originally anticipated to complete this work and we now expect to have the results of our analysis by the end of January. Once a determination has been made, we will contact you with the results. You may expect to hear from us by the middle of February.

Thank you for your patience while we continue to conduct our investigation. If you should have any other questions on this matter, please do not hesitate to contact Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration, who may be reached at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
The Honorable Philip C. Jimeno, Member, Senate of Maryland
The Honorable John R. Leopold, Member, Maryland House of Delegates
The Honorable Victoria L. Schade, Member, Maryland House of Delegates
Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mrs. Elizabeth Young Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland

Department of Transportation

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. John M. Lewis, State Legislative Officer, Maryland Department of

Transportation

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Ted Severe, Noise Abatement Team, State Highway Administration

Serial #:

**OED** Serial #:

Noise Customer #: 1702

Responding to letter dated:

Saved: 0/0/00 0:00 AM by: Ted Severe

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# Maryland Department of Transportation State Highway Administration

October 14, 1998

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

Mrs. Elizabeth Young 311 Columbus Road Glen Burnie MD 21061

Dear Mrs. Young:

This is a follow up to your conversation with Ms. Natalie Hardy, of my staff, requesting information on sound barriers along MD 10. I appreciate the opportunity to explain how our Sound Barrier Program applies to this area.

The Brooklyn Terrace community is being evaluated to determine if it meets the requirements for a sound barrier. This evaluation will determine if all of the following technical criteria are met:

• the majority of the affected homes predate the highway

• the existing noise levels equal or exceed the 66 decibel impact threshold

• if an effective barrier can be built for a reasonable cost

If these criteria are met, Anne Arundel County will have to commit to fund 20 percent of the barrier cost, and the construction of a barrier would be dependent upon the availability of State funds.

Our analysis should be completed by the end of December. I look forward to sharing the results with you then. Enclosed for your use is a copy of the State's Sound Barrier Policy and a Community Resource Guide.

Thank you again for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599 or 1-800-446-5962.

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Philip C. Jimeno, Member, Senate of Maryland

The Honorable Joan Cadden, Member, Maryland House of Delegates

The Honorable John R. Leopold, Member, Maryland House of Delegates

The Honorable Victoria L Schade, Member, Maryland House of Delegates

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

My telephone number is \_\_\_\_\_\_

Mrs. Elizabeth Young Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland

Department of Transportation

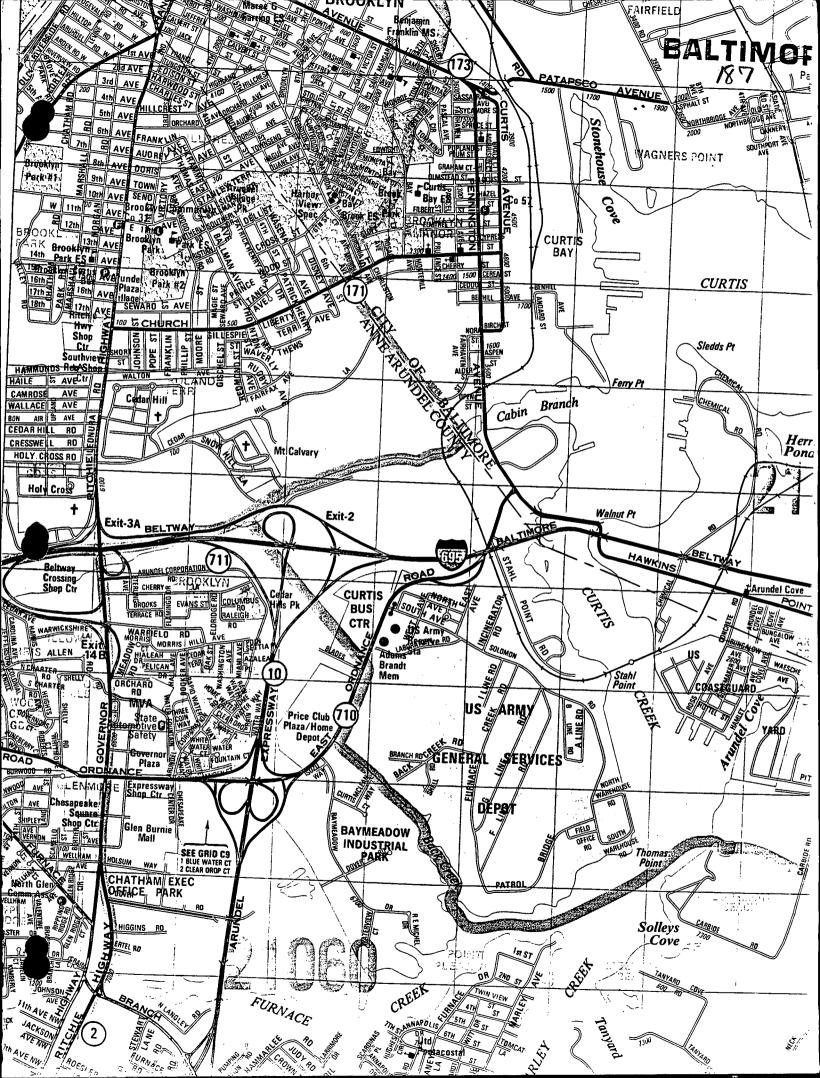
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

OED Serial#: OED-59 Noise Customer #: 1702

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June 30, 1998

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

Mrs. Jean M. Zawitoski 816 Francis Avenue Baltimore MD 21227

Dear Mrs. Zawitoski:

This letter is written to inform you of the results of our review of the Francis Avenue community in Relay adjacent to I-195 to determine whether it meets the qualifications for a sound barrier. I appreciate your patience while we reviewed this issue.

It is my pleasure to let you know that your community meets the technical eligibility requirements for our Type II Sound Barrier Program. Specifically, we have determined that a cost effective barrier is feasible. There are, however two additional requirements that must be in place before funding of a barrier can be considered. Our Sound Barrier Policy requires that local noise control ordinances to address highway noise for new developments exist before any new Type II sound barriers are funded in a given county. Additionally, the County must agree to fund 20 percent of the barrier cost. We have been in contact with Baltimore County officials and offered to assist them in any way that we can to implement this requirement. Once this has been accomplished, we can identify funding for a barrier.

Thank you again for your patience while we investigated your community's eligibility. If you would like any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc:

The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
The Honorable C. A. Dutch Ruppersberger, Baltimore County Executive
Ms. JoAnne Zawitoski, Semmes, Bowen & Semmes
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Dave J. Malkowski, District 4 Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

#### **OEDNAT# 1294**

Drafted by: OED/LAD/NAT – June 15 1998

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JOANNE Wase CC'd 
BOJUN 78 letter to Jean
Z.

Ms. JoAnne Zawitoski, Esq. Semmes, Bowen & Semmes, P.C. 250 West Pratt Street Baltimore MD 21201

Dear Ms. Zawitoski:

This letter is written to advise you of the results of our review of the Francis Avenue community in Relay community adjacent to I-195 to determine whether it meets the qualifications for a sound barrier. I appreciate your patience while we reviewed this issue.

NATAUG

No Argue lette

It is my pleasure to let you know that your community meets the technical eligibility requirements for our Type II sound barrier program. Specifically, we have determined that a cost effective barrier is feasible. There are, however two additional requirements that must be in place before funding of a barrier can be considered. Our sound barrier policy requires that local noise control ordinances to address highway noise for new developments must exist before any new Type II sound barriers are funded in a given county. Additionally, the County must agree to fund 20% of the barrier cost. We have been in contact with Baltimore County officials to assist them in any way that we can to implement this requirement. Once this has been accomplished, we can look at identifying funding for a barrier.

Thank you again for your patience while we investigated your community's eligibility. If you would like any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

The Honorable Edward J. Kasemeyer, Member, Senate of Maryland cc: The Honorable James E. Malone, Jr., Member, Maryland House of Delegates The Honorable Donald E. Murphy, Member, Maryland House of Delegates Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration ,

Ms. JoAnne Zawitoski, Esq. Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Dave J. Malkowski, District 4 Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

**OEDNAT: Re #1294** 

Drafted by: OED/LAD/NAT - June 15 1998

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date? 192

Mrs. Jean M. Zawitoski 816 Francis Avenue Baltimore MD 21227

Dear Mrs. Zawitoski:

♦ AND-

Ms. JoAnne Zawitoski, Esq. Semmes, Bowen & Semmes, P.C. 250 West Pratt Street Baltimore MD 21201

Dear Ms. Zawitoski:

Due to the recent changes to the State Noise Abatement Policy, we reviewed the Relay community adjacent to I-195 to determine whether it met the qualifications for a sound barrier. I appreciate your patience while we reviewed your community's request for a sound barrier.

It is my pleasure to let you know that your community meets the first four requirements, however there are two additional requirements that must be in place before your community would meet all of the eligibility criteria. The County will need to adopt a local noise control ordinance and agree to fund 20% of the barrier cost. We have been in contact with county officials to assist them in any way that we can to implement this requirement. Once this has been accomplished, we can look at identifying funding for a barrier.

Thank you again for your patience while we investigated your community's eligibility under the new noise policy. If you would need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

cc: The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

M The Z's Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Dave J. Malkowski, District 4 Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Drafted by: OED/LAD/NAT – June 15 1998 N:\OED\NOISE\CORRESP\1998\DRAFTS\ZAWISEMI.DOC



## Maryland Department of Transportation The Secretary's Office

95 Phil

Parris N. Giendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

January 14, 1998

JoAnne Zawitoski, Esquire Semmes, Bowen & Semmes 250 West Pratt Street Baltimore MD 21201

Dear Mr. Zawitoski:

NO HARW DISELECT

After receiving a copy of your letter to Assistant Attorney General Edward Harris dated December 23, 1997, I asked my counsel to look into the matter. It is my understanding that Charles Adams, Director of the Office of Environmental Design, has responded to your requests directly. I trust the information Mr. Adams supplied is responsive to your request. Best wishes in the new year.

Sincerely,

David L. Winstead

Secretary

cc: Charles Adams, Director, Office of Environmental Design, State Highway Administration

Edward R.K. Hargadon, Esquire, Principal Counsel to the Maryland Department Transportation

Edward S. Harris, Esquire, Principal Counsel to the State Highway Administration Mr. Parker F. Williams, Administrator, State Highway Administration

196

### Sound off for sound barriers

In early December I was at a town meeting in Prosense where the following stary was told: A resident of Burning line Estates, a neighbor hand just well of the beltway in Botheads, was strong in the living moon with his daughter, who is hearing impaired. The girl, who uses sign language to communicate with her family, signed to her father, "Daddy," I can feel the Beltway."

Just two wasts ago. I woke up at 3 am. to a noise I couldn't (at first) identify. It was not until after a few minutes of impedigating that I realized what had awaken me was noise from the Beltway and I-20 coming through an open window. My wife and I live almost two miles from the source of the drone.

If a young woman who carequited, can less the Beltway while since the grands and a tamily that the two miles away can be distributed by the Beltway's noise at 3 arm, imagine how it must feel to be arm, imagine how it must feel to be one of the hundrads of people who live in the Standow of the Beltway and I-270 without the benefit of noise bendere

This is a protound quality of life issue the citizens affected current have a convention in their backyard, or have a penceral summer colouit, and penhaps the biggs of angle investment of their lives, their names, are at sentous risk of background.

Two neighborhoods in particular Betheville Grazette

lar, are long overline in terms of receiving funding from the state for sound harrier construction. The first is Burning Time Estates, which is defined by River Road to the south.

Bradley Boolevard in the morth.

Seven Locks Road to the west, and a 10-lare stretch of I-85 to the cest. Along this stretch of beloway, the mar of traffic produces a drose so loud it can be heard by Burning Tree Estates residents inside and outside their houses for 24 hours a day.

These literally is no escaping the:

The second reighborhood is Wildwood Hills, also in Betherda, which borders the Western side of I-270 immediately south of Democracy Boulevard. Part of the reighborhood borders the back mine of Burning Tree golfcourse, the sensity of which stands in stark contrast to the noise from I-270 8 commuter traffic that floods this neighborhood every

The first step in pattern yound become constructed is to meet noise standards. Wildwood Hills has met these estandards and thus ites qualified for funding from the state. Being qualified, however, does not immediately translate into funding for the project once qualified, a project frust then be approved for funding in the Capital Budget, Linfortunately, wildwood Hills had yet to be approved for funding the funding for funding the first party of the september of funding the first party of the first par

qualified as the results of recent potes testing have not yet been fully analyzed to determined whether or not the neighborhood meets the state's noise standard.

As we begin a new legislative session, budget decisions are currently being made. Since last summer, I have met and spoken on numerous occasions with both Gov. Parts Glendening and Maryland Transportation Secretary David Winstead to stress to brem the importance of funding for Wildwood Hills, the importance of funding for Wildwood Hills, the importance that Burning Tree Estates qualify for funding, and that funding for both not be delayed by bureaucratic processes.

It is coucial however, that rest dents of these neighborhoods, and all Montgomery County residents who are concerned with surviva quality of life issues, make their vices head. To enyone who has inerch or family in these neighborhoods and has heard first hand the mar of traffic, the need for the sound barriers is obvious. But it can't and won't be heard by decision makers in Annapolis unless the people afasvisementi selon como: salem fistant Please write Governor Glendering loday at the State House, Armapolie. Maryland 21401 or call him at (800) 811-8336

The writer represents Diot. 15 in the yet House of Delegates Som munity Forum fustion

# 1010 7/753;#

# Silver Spring Revitalization Gets a Boost

#### GLENDENING, From B1

friendly sees much like the Colesville and Georgia intersection was 40 years ago, when it was the heart of downtown and before the roads became multilane thoroughfares.

A meganal had been proposed for the site this community opposition hence stoot I down about a year are.

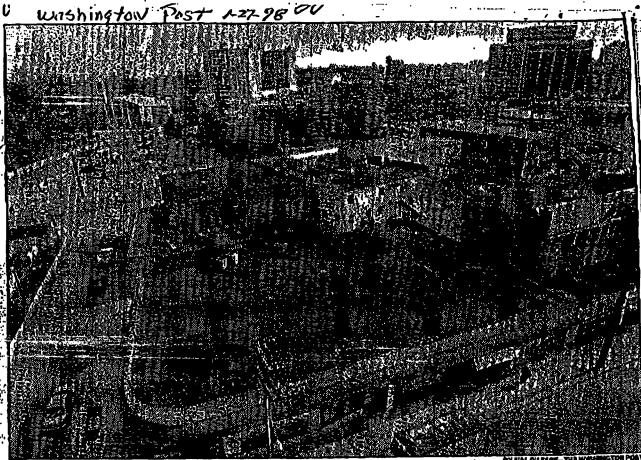
This is a major step in the right discharge of the proposed town square. It is people-scale mot dishive, like a major structure would be

Glendering sadministration had proviously avoided \$5 million for planning

### "This is a major step in the right direction,"

M. Jassaya Gor Parris N. Glendening

the new development. The additional SZI.5 miles includes \$1.5 miles for the design of a lew transit center in Silver transit. The rest of the money, which is part of the governor's \$801 miles for the part of the governor's \$801 miles, will be distributed during the next inches trains \$10 million the first year.



io \$21.5 million in state money would propel plans for a movie multiplan, reclaurants and chops in downtown Silver Spring.

and \$5 million in each of the remaining two years.

The Silver Spring amouncement came in the middle of a day that also saw Glendening travel to the Leisure World retirement community, where he cut the sibben on a \$262,000 soul redesign and new traffic light at Norbeck Road and Norbeck Boulevard that had long been sought by the community's more than 7,000 residents.

The day ended in the back yard of the home of Richard and Speryl Levy in the

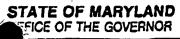
Brailey Manor development, which backs Interstate 4%. Glendening announced that \$9.6 million in highway sound barriers would be constructed. The state will pay \$7.7 million; the county will pick up the rest.

The barriers will be quilt at the following locations: Wildwood Manor near the east spur of Interstate 270; Wildwood Hills along the west spur of 1270; Bradley Manor near the inner loop of 1495 east of Greentree Road; Longwood near the inner loop of 1495

north of Bradley Boulevard; the Barnett Road area near the outer long of 1495 near the west spur of 1270; Forest Glan along the outer loop of 1495 near Sembnary Road; and Park View along the inner loop of 1495 near Jones Mill Road.

The inliatives are reflective of what most tanpayers want from their government, said state Sen. Brian R. Frosh (D-Montgomery). It's stuff like this, he said, standing in the Levys' noisy back yard, "not a convention center or a statium."

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PARRIS N. GLENDENING GOVERNOR

Annapolis Office State House 100 State Circle Annapolis, Maryland 21401 (410) 974-9501

WASHINGTON OFFICE SUITE 211 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

November 13, 1998

Ms. Evelyn Zeller 8509 Valleyfield Road Lutherville MD 21093

Dear Ms Zeller

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitments is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

ZELAR ØZ. LA.

Parris N. Glendening

N. Allende

Governor

CC;

The Honorable Michael J. Finister, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
The Honorable Dan K. Morhaim, Member. Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator. State Highway Administration
The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

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Ms. Evelyn Zeller Page Two

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bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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### Maryland Department of Transportation The Secretary's Office

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Parris N. Glendening

Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

June 25, 1998

Ms. Evelyn Zeller 8509 Valleyfield Road Lutherville MD 21093

Dear Ms. Zeller:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

We have received letters from a number of people in the community with a variety of questions. At the June 8 public meeting, a representative of the State Highway Administration (SHA) agreed to provide answers to questions raised. We are currently gathering information to respond to your requests. A response will be forwarded to you within the next several weeks.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

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cc: The Honorable F. Vernon Boozer, Member, Senate of Maryland

The Honorable A. Wade Kach, Member, Maryland House of Delegates

The Honorable Martha S. Klima, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Evelyn Zeller Page Two

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### Maryland Department of Transportation The Secretary's Office

Parris N. Glendening
Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

June 29, 1998

NOT IN DAYA GASG

Mr. Donald Zurwelle 805 Jamieson Road Lutherville MD 21093

Dear Mr. Zurwelle:

Thank you for your recent letter regarding a sound barrier for the Longford North community adjacent to I-83. I appreciate this opportunity to update you on the subject of noise abatement for this community.

A number of people in the community have written letters with a variety of questions. At the June 8 public meeting, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions raised. This information is currently being gathered to respond to those requests, including yours. A response will be forwarded to you within the next several weeks.

Thank you again for your interest in the our sound barrier program. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who can be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

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cc: The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Donald Zurwelle Page Two

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Mr. Donald Zurwelle Page Two

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bcc:

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #11201

Governor Parris Glendening State House 100 State Circle Annapolis, Maryland 21401 March 23, 1998

### Dear Governor Glendening:

I am a resident of Longford North, a community consisting of 200 homes in the Lutherville section of Baltimore County. Longford North lines Interstate 83 just north of the Baltimore Baltway 693.

I am writing to you on behalf of myself, my family, and my community who suffer from the tremendous noise produced by Interstate 83 from which we are not protected. The rost at times is destening due to the immense volume of truck traffic. The State Highway Administration has been called in many times to take noise level readings. Each time they have verified that the levels far exceed the acceptable. To add insult to injury, Longford North has been ovarlooked with regards to sound barriers. Communities just to our north as well as those to our south are protected by barriers or are in the process.

I am therefore, Governor, asking you to make an allowance in the State budget for the construction of a sound barrier for our community. Please put a stop to the discrimination and allow Longford North the same quality of life as our neighbors.

Thank you

Sincerely yours,

Donaldar Zemelle

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# THE SECRETARY'S OFFICE MDOT - JUDY WEEKS - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

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OFFICE OF THE GOVERNOR MAIL FORM

THATRUCTIONS: Floase investigate the ethaphen and take whatever again is marked to respond to our constituent a constituent to the writ indigated between the inspense, the actional letter and thy bearing to the writ indigated below: Also, it there are any questions as be her to seepend, please call the writ listed below:

ZID: 60388

Receive Date: 04/11/1999

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Letter Date: 06/08/1998 Deadline Date: 06/25/1998

> Hame: Mr. Denald Survelle 205 Jamieson Rosd Evenosvälbe, MD 21098

Subject: NOISE BARRIERS

Description: Requests noise bassions for monghiseshood. (Longford North)

Agency: MOT

UNIT: DEI

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